APPENDIX A. CURRENT CONDITIONS REPORT
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Introduction
The city of Aurora’s Northwest (NW) Aurora Mobility Study will evaluate the operational effectiveness of existing traffic control devices, as well as current and potential future multimodal connections. The study will analyze the transportation patterns of all modes to identify opportunities to enhance multimodal connectivity, increase public safety, and improve traffic operations.

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

The project goals are to:
- 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.

Study Area
The study area is bordered by Yosemite Street to the west, Peoria Street to the east, 26th Avenue to the north, and Montview Boulevard to the south, as shown on Figure 1. The neighborhood is built on a strong grid network but has long been physically disconnected from the surrounding areas to the west and north, originally due to the proximity of the Stapleton International Airport. This study will consider multimodal connectivity within the neighborhood, as well as to adjacent neighborhoods and locations adjacent to the study area.

Demographics
NW Aurora is a diverse neighborhood of approximately 5,800 residents. Approximately 40 percent of residents are 24 years old or younger. Approximately 9 percent of the residents are 65 years old or older. The median age of residents is 30.8 years.

Figure 1. Study Area
Residents are racially and ethnically diverse, with 45 percent of residents reporting as white alone, approximately 17 percent of residents as black alone, and another 28 percent reporting as some other race alone. Sixty percent of residents are of a Hispanic origin.

In 2017, the neighborhood contained approximately 1,900 housing units, of which 53 percent were renter-occupied, 42 percent were owner-occupied, and another 5 percent were vacant. The median self-reported home value was approximately $163,000. The median household income was approximately $39,000.
Planning Context

The combination of a well-established residential neighborhood, major commercial areas, parks, schools, and public amenities provides a foundation to create a balanced network that benefits the community and optimizes mobility. While the recent residential and commercial developments are creating additional traffic and demand on the overall network and neighborhoods, they also provide an opportunity to expand mobility options and enhance the quality of life by connecting people to destinations, community amenities, schools, and parks.

Previous Plans

Many other plans and projects are underway that relate to the NW Aurora Mobility Study.

Original Aurora Zoning Update

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 would put more “eyes on the street” to increase public safety. It would also 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.

Westerly Creek Village Community Plan

In 2010, the city of Aurora was a grant recipient of the Environmental Protection Agency’s 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.”

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

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.

NW Aurora has experienced many recent redevelopments in and adjacent to the neighborhood
safer. The design was the outcome of a study prepared in 2015 and funded by a Walk & Wheel grant.

**Recent and Planned Development**

NW Aurora is an established residential neighborhood surrounded by significant redevelopment and transformation. The study area is surrounded by major activity centers or corridors, including Montview Boulevard, Westerly Creek Village and the Stanley Marketplace redevelopment, the Fitzsimons Campus, and Martin Luther King Jr. Boulevard (MLK) and the Stapleton neighborhood redevelopment. Other major regional corridors and destinations, such as Colfax Avenue and the Aurora Arts District, are also near the study area.

*Figure 2* shows the recent and planned developments in the study area.

**Montview Boulevard, Westerly Creek Village, & Stanley Marketplace**

Westerly Creek Village is located in the northern portion of the NW Aurora neighborhood, between Yosemite Street, Iola Street, 25th Avenue, and 19th Avenue. The redevelopment will include new residential properties and enhance the multimodal trail connections from the NW Aurora Neighborhood to Westerly Creek.

The former Stanley Aviation airplane ejector seat factory has been repurposed into a retail/event center with bicycle and pedestrian connections to the Westerly Creek Trail system and the new 26th Avenue Park.

**Anschutz Medical Campus**

The Anschutz Medical Campus, located due east of the study area, is currently home to the University of Colorado Hospital, Children’s Hospital Colorado, and the soon to open Rocky Mountain Regional VA Medical Center, and is adjacent to the Fitzsimons Innovation Campus. Nearly 150 acres of developable land is available through the Fitzsimons Redevelopment Authority, which is working closely with the city of Aurora to identify land use concepts and a street layout that will guide the development in the coming years. The city has planned street connections of 22nd Avenue, 23rd Avenue, and 25th Avenue from the study area to the Anschutz Medical Campus and the Fitzsimons Innovation Campus. These new connections are anticipated to change travel patterns in and around the study area.

**The Stapleton Redevelopment and Martin Luther King Jr. Boulevard**

The Aurora phase of the Stapleton redevelopment project began in 2016. The Stapleton Aurora redevelopment has introduced new north/south roadway connections of Fulton Street, Iola Street, and Kingston Street, and more recently, new connections of Lima Street and Dayton/Emporia Street between the study area and the Stapleton neighborhood to the north. These new connections are changing traffic patterns and increasing travel along streets in the study area.
Figure 2. Recent and Planned Developments

LEGEND

= New Roadway Connection
In addition to new connections to the NW Aurora neighborhood, construction of the extension of MLK from Havana Street east to Peoria Street in Stapleton is expected to be completed in 2018.

The project consists of:

- A new roadway between Havana Street and Peoria Street built to arterial standards, with two travel lanes and one parking lane in the eastbound direction and two travel lanes in the westbound direction.
- A paved bicycle/pedestrian path and a soft-surface equestrian trail on the north side of MLK between Havana Street and Peoria Street, separated from the roadway by a landscaped buffer.
- A raised median with landscaping between the eastbound and westbound lanes.
- A paved bicycle/pedestrian path on the south side of MLK between Havana Street and Peoria Street, separated from the roadway by a tree lawn.
- Reconstruction of Moline Street to 26th Avenue as a two-lane collector street.
- Traffic signals at Kingston Street, Moline Street, and 26th Avenue; street lighting; and signage for a 35-mile per hour speed limit.

Existing Roadway Characteristics and Traffic Operations

An inventory of the existing roadway cross sections was completed to understand travel lane widths, presence of on-street parking, sidewalks, bicycle facilities, and landscaping characteristics. The streets in the study area generally include a 2 1/2-foot attached sidewalk on each side, 8-foot parking on each side of the street, and one 12-foot travel lane in each direction. Figure 3 shows the study area cross sections.

Posted and Observed Speeds

Speed limits promote public safety by informing drivers of the prudent travel speed. Crashes are less likely to happen when most drivers are traveling at consistent speeds. The posted speed limit in the NW Aurora neighborhood is generally 25 miles per hour (MPH). However, 25th Avenue is posted at 30 MPH, Moline Street north of 25th Avenue is posted at 30 MPH, and Iola Street north of 26th Avenue is also 30 MPH. Peoria Street and Montview Boulevard are posted at 35 MPH. Figure 4 shows the posted speed limits.

An important consideration for determining the speed limit is the 85th percentile speed, which is the speed at or below which 85 percent of vehicles are traveling. Observed speeds in this area indicated that most vehicles are traveling at or below the posted speed limit. Figure 5 shows the observed travel speeds.

Traffic Control

The existing traffic control in the area is primarily two-way stop control. Generally, in the study area, 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. Figure 5 shows the stop sign orientation, as well as free-flow movements.

Neighborhood streets designed in a grid like the study area 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 can also be strategically modified to prioritize bicycles and/or pedestrians to make biking and walking easier along common routes.
Figure 3. Cross Sections

Westbound Montview Blvd. (between Iola St. and Ironstone St.)

Northbound Moline St. (between 22nd Ave. and 23rd Ave.)

Westbound 22nd Ave. (between Nome St. and Oakland St.)

Westbound 23rd Ave. (between Ironstone St. and Jamaica St.)

Westbound 25th Ave. (between Geneva St. and Hanover St.)
Figure 4. Posted Speed Limits

LEGEN

- Orange = 25mph
- Green = 30mph
- Purple = 35mph

DENVER
AURORA

26th Ave.
25th Ave.
23rd Ave.
22nd Ave.
Montview Blvd.

Clinton St.
Dallas St.
Dayton St.
Del Mar Pkwy.
Elmira St.
Florence St.
Fulton St.
Galena St.
Geneva St.
Hanover St.
Havana St.
Irion St.
Jamaica St.
Joliet St.
Kenton St.
Kingston St.
Lansing St.
Lima St.
Macon St.
Moline St.
Newark St.
Nome St.
Oakland St.
Oswego St.
Paris St.
Peoria St.
Figure 5. Traffic Control, Observed Speeds

**LEGEND**

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

**85th Percentile (Observed)**

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<tr>
<td>13-17 mph</td>
<td>Teal</td>
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<tr>
<td>18-22 mph</td>
<td>Orange</td>
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<tr>
<td>23-27 mph</td>
<td>Yellow</td>
</tr>
<tr>
<td>28-32 mph</td>
<td>Green</td>
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</table>
Traffic Volumes and Operations

All streets in the study area are classified as local streets, with the following exceptions: Peoria Street and Montview Boulevard are classified as major arterials, 26th Avenue and Moline Street north of 25th Avenue are classified as a collector streets. The city of Aurora strives to keep traffic volumes on local streets less than 3,000 vehicles per day (vpd).

Daily traffic volumes and turning movement counts were collected on major streets in the study area in late November 2017. The counts indicate that 25th Avenue is the major east-west thoroughfare, with increasing volumes near Peoria Street. Similarly, Moline Street and Iola Street are the more major north-south routes through the study area. Figure 6 shows the daily traffic volumes.

AM and PM peak hour traffic counts were collected at 19 intersections throughout the study area. Figure 7 shows the turning movement counts.

Parking

On-street parking is provided on all local and collector streets within the study area. Parking is most utilized on the north-south streets and numerous locations of designated on-street handicap parking are present. Some limited parking restrictions are in place on streets near the Stanley Marketplace and near the schools.

Existing Bicycle and Pedestrian Facilities

As shown on Figure 8, the NW Aurora neighborhood includes multiple bicycle facilities, many identified school walking routes, and a sidewalk network that is almost fully connected.

Bicycle and pedestrian counts were collected in late November 2017. Figure 9 and Figure 10 show the counts.

Bicycle Facilities

Designated and marked bicycle facilities help establish a dedicated space for bicyclists and increase comfort and safety for cyclists. One east-west bicycle route in the study area runs along Montview Boulevard. The bike lane is buffered from Oswego Street to Havana Street and signed from Havana Street to the Westerly Creek Trail. Another buffered bicycle lane is available on 26th Avenue in the Stapleton Aurora portion of the study area from Moline Street to the Westerly Creek Trail. The only north-south bike route in the study area is a signed bike route on Moline Street from Montview Boulevard to 26th Avenue.

Bike Share Programs

In 2017, the city of Aurora launched its Bike Share Permit Program to provide additional mobility options for its residents. Aurora was the first city in Colorado to offer dockless bike sharing. The program attracted three private dockless bike share companies, Limebike, Spin and ofo, who all began operating in October 2017. As of January 2018, there were approximately 1,200 bikes in service.

From October 9, 2017, to January 15, 2018, over 3,700 members had subscribed to one of the bike share programs, recording over 7,000 trips with over 6,000 total cumulative miles traveled. The average riding distance is 1.0 to 1.5 miles per trip with an average riding time of 8 to 10 minutes. Popular destinations in the city include Aurora Central High School, Del Mar Park, Martin Luther King Jr. Library, and the Aurora Metro Center Station. Within or near the study area, popular destinations include Stanley Marketplace, Moorhead Recreation Center, Montview Elementary School, Montview Park, City Park, and the Anschutz Medical Campus.
Figure 7. Intersection Traffic Counts

**LEGEND**

XXX(XXX) = AM(PM) Peak Hour Traffic Volumes

XX = Intersection ID
Figure 8. Existing Bicycle and Pedestrian Facilities

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

DENVER

AURORA

26th Ave.

25th Ave.

23rd Ave.

22nd Ave.

Montview Blvd.

Clinton St.

Dallas St.

Dayton St.

Del Mar Pkwy.

Florence St.

Fulton St.

Gilmore St.

Galena St.

Hanover St.

Havana St.

Huron St.

Joliet St.

Jamaica St.

Jellet St.

Kent St.

Kingston St.

Lansing St.

Lima St.

Macon St.

Moline St.

Newark St.

Nome St.

Oakland St.

Peoria St.

North Middle School

Osceola St.

Paris St.

Peoria St.

NORTH

Sand Creek Regional Greenway Trail

Herman Community School

Montview Elementary

Moorhead Recreation Center
Figure 9. Daily Bicycle Volumes, Bicycle and Pedestrian Count Locations

LEGEND

XXXX = Daily Bicycle Volumes
XX = Intersection ID
Figure 10. Bicycle and Pedestrian Counts

LEGEND

- **X** = AM(PM) Peak Hour Bicycle Volumes
- **Y** = AM(PM) Peak Hour Pedestrian Volumes
- **XX** = Intersection ID
**Pedestrian Facilities**

The NW Aurora neighborhood has a nearly complete sidewalk network; however, many of the sidewalks are narrow, often only 3-feet wide or narrower. Figure 8 identifies the multiple segments where sidewalks are wider than 3 feet. These wider sidewalks are generally located in the newer portion of the study area of Stapleton Aurora.

Sidewalks are missing on the west side of Dallas Street from 22nd Avenue to 25th Avenue, on the east side of Dallas Street from 23rd Avenue to 25th Avenue, and on the north side of 25th Avenue from Fulton Street to Galena Street, and from Moline Street to Nome Street.

Most sidewalks in the area are attached, often forcing pedestrians to walk single file and directly adjacent to passing vehicles.

**Existing Transit Services**

The NW Aurora neighborhood is served by bus, light rail, and commuter rail services, all operated by the Regional Transportation District (RTD).

**Bus Service**

RTD bus routes 20, 89, 105, and 121 travel through the area. Figure 11 shows the bus routes and bus stops located within the study area. Route 20 services Montview Boulevard, route 89 services Moline Street and Montview Boulevard, Route 105 services Montview Boulevard to south on Havana Street, and Route 121 services Peoria Street.

**Aurora Public School Bus Routes**

In addition to public bus service, Aurora Public Schools (APS) provides limited bus service to district students. APS provides busing for Fletcher Community School/Rocky Mountain Prep Fletcher Elementary Charter School and Montview Elementary School students, specifically to provide a safe transportation crossing of Montview Boulevard. North Middle School is a walk-in school. Streets within the study area utilized by APS buses are identified in Figure 11.

**Rail Service**

The recent additions of the University of Colorado A Line commuter rail and the R Line light rail provide rail service through the heart of Aurora with connections to Downtown Denver and Denver International Airport. The A Line and the R Line both serve the Peoria Station, located northeast of the study area near 37th Avenue and Peoria. The Fitzsimons Station on the R Line is located on Fitzsimons Parkway, just east of Peoria, and serves the Anschutz Medical and Fitzsimons Innovation campuses.

**Multimodal Connectivity Assessment**

A multimodal connectivity assessment was completed to understand the overall connectivity of all modes to major neighborhood and regional destinations. The connectivity assessment is shown on Figure 12. 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 the efficient movement of bikes, pedestrians, and vehicles.
The NW Aurora neighborhood has strong connectivity to both neighborhood and regional destinations including the Stanley Marketplace, the Aurora Cultural Arts District, Anschutz Medical Campus, and commercial retail along both Montview Boulevard and Colfax Avenue. In addition, the neighborhood has access to many parks, open space, and trails, including Westerly Creek Park, City Park, and Central Park in Stapleton.
Figure 11. Transit Facilities

LEGEND

- RTD Transit Route
- RTD Transit Stop
- Aurora Public Schools Route
- Trails
- Parks

[Image of a map showing transit facilities in an area, labeled as Figure 11. Transit Facilities, with a legend indicating different symbols for RTD Transit Route, RTD Transit Stop, Aurora Public Schools Route, Trails, and Parks.]
Figure 12. Connectivity Assessment
Future Transportation Conditions

The Denver Regional Council of Governments (DRCOG) 2020 and 2030 regional travel demand models were referenced for the development of the study area 2025 future year traffic projections. These models reflect the most up-to-date population and employment projections for the study area. The models include projects with committed or identified funds for construction that would be built with or without any other improvements identified in this study.

Observed traffic counts were compared to the model’s base year (2015) predicted traffic volumes to provide an estimate of error associated with the model’s representation of travel conditions. The 2020 and 2030 model forecasts were adjusted to account for the differences between observed data and model outputs to provide more reliable forecasts. This post-processing adjustment process, as set in the Transportation Research Board’s publication National Cooperative Highway Research Program (NCHRP) 765, has been used to estimate 2025 daily traffic volumes. The adjusted average annual growth rate was approximately 1.0 percent for study area roadways.

The MLK extension project, a 1.1-mile extension of MLK from Havana Street to Peoria Street, is a planned improvement within the Stapleton redevelopment to the north of the study area. The new roadway connects the city of Aurora and the City and County of Denver. The new roadway will provide a more direct connection between Stapleton and I-225. The demand for this connection is currently being served by Moline Street and 25th Avenue.

The 2025 volumes reflect the anticipated shift of traffic from Moline Street and 25th Avenue to MLK. Most of the improvements associated with the MLK extension project occur outside the NW Aurora project study area. These improvements are projected to generally reduce traffic volumes on study area streets.

Current conditions along 25th Avenue

The Fitzsimons redevelopment is anticipated to initially occur on the south side of the development area, near Montview Boulevard, in the short-term future. No future connections across Peoria Street have been assumed in the development of the 2025 traffic projections. Traffic forecasts completed as part of the Fitzsimons Redevelopment Authority traffic study indicate that future roadway connections across Peoria are anticipated at 23rd and 25th Avenues, with signalization of the 23rd Avenue intersection.

Operational analyses of study area intersections retained current intersection configuration and traffic control. Generally, all study area intersections are projected to continue to operate at acceptable levels of service.
Vision and Needs

An understanding of current and future conditions in the study area is the basis for establishing the study’s vision and needs.

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.

The greatest needs to be addressed include:

- 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.
- Increasing non-vehicular 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.

The neighborhood vision and needs will help to identify potential improvements in the neighborhood and are based on community input from previous planning efforts.
APPENDIX B. PUBLIC MEETING MATERIALS
Public Meeting #1 Summary

Overview

A public meeting for the Northwest Aurora Mobility Study was held on Thursday, January 25, 2018, from 5:30 p.m. to 7:30 p.m. at Fletcher Community School. The meeting was an open house format where attendees could view the materials at their own pace.

The primary purposes of the meeting were to:

- Introduce the community to the study
- Provide information on the current and future conditions
- Solicit input from the community on current conditions, future conditions, as well as their transportation values and priorities

Twenty-two people signed in and many more attended without providing contact information (the sign-in sheets are included as Attachment A). Many of the attendees were actively engaged, providing feedback to the project team members at the boards and by completing a comment sheet. A complete packet of meeting materials is included as Attachment B.

The materials presented included the following:

- Welcome board
- Previous Plans & Projects board
- Summary of Other Planning Efforts handout
- Bike sharing FAQ handout
- Project Schedule board
- Project Goals board
- Current Conditions: Multimodal Facilities board
- Current Conditions: Speed Limits, Traffic Control, & Observed Speeds board
- Planned Development & Connections board
- Multi-Modal Connectivity Assessment board
- Neighborhood Vision & Needs board
- Community Values voting exercise board
- Study Area base map
Advertisement and Outreach

Advertisement for the public meeting included the following efforts:

- Advertisement on the project website and the City’s website, Nextdoor, Facebook, and Twitter
- Directly mailed the advertisement to every resident and business in the study area (included as Attachment C)
- Advertisement posted at key community locations such as the Moorhead Recreation Center, the Martin Luther King Library, Fletcher Community School, and the Stanley Marketplace (included as Attachment D)
- Coordinated with Aurora Public Schools (APS) to send home flyers in student folders for every school in the study area
- Press release on January 10, 2018 (included as Attachment E).

The meeting advertisement was provided in English and in Spanish.

What we Heard

Public meeting attendees were encouraged to provide input at many of the boards, by completing a comment sheets, and through verbal feedback to the project team. A summary of what we heard through is provided below.

Community Values

Attendees were asked to identify which community values were most important to them. The top answers were to widen the sidewalks (9), improve safety with enhanced lighting (8), maintain trees and add or improve green space (7), and provide more biking connections and safer routes (7). The write-in responses included: rentals – need better property maintenance requirements and allotted number of renters; traffic control along 25th Avenue needs to be evaluated to improved safety and operations; flooding on Jamaica when it rains.
Additional Comments

Sidewalks, Pedestrians

- No sidewalks to Stanley
- Increase wayfinding to trail network
- Kid walks along Moline to Colfax (from 25th)
- Lots of kids and families walking and biking to the Rec Center
- Moms walking to school with strollers and cars speeding by

Bicycling, Bike Sharing

- No bike routes to light rail
- More info need on how to use bike share and how the bike share works; is there a way to call to have one removed?
- Continuation of Fulton Park bike/walking trail east to connect with Peoria and create a safer path/accessibility to Fitzsimons station
- Create a culture that supports biking

Transit

- Dirt paths near the Fitzsimons station is a deterrent to using transit

Automobiles, Traffic Control

- Big dips in intersections are unsafe
- 4-way stop needed at 25th and Iola
- Need a four-way stop at Dayton and 25th
- Too much traffic build up on 25th. Need a stop light to accommodate increase of homes and cars.
- Improve street connections from Montview up to Stanley Marketplace i.e. Dayton and Dallas
- Traffic speeding on Ironton from 22nd Avenue to 25th Avenue due to placement of stop signs
- People run stop signs on 23rd
- Speeding happens most on weekends
- Speeding is a problem on 25th Avenue

Misc.

- Iola and 25th intersection – dangerous – need to cut tree on northeast corner
- Include format of public meeting in advertisement.
- In light of expanded number of residents – create streetscapes to promote a sense of neighborhood for people walking/biking and for wheelchair access to and in the street. To this end, create a series of one-way roads to move traffic flow. Perhaps one lane for motorized vehicles and room for bicycles and for sidewalks for pedestrians. Make it pretty, entice people to want to be outdoors in their neighborhood. Make it safe.
- Get better drop off and pick up area for schools.
Fulton Park and Westerly Creek Park are used because they have trails
Came to hear a forum but sat and waited. Had to leave.
I’d like to know more on the status of the Heights @ Westerly Creek. I don’t believe a 9 story
glass enclosed building fits with the existing neighborhood and residences. Julie Weinheimer,
317-340-6114.

Online Survey

In addition to the public meeting, an online survey was available after the meeting to solicit feedback
from the neighborhood. The online survey asked the same questions as the public meeting. The online
survey received significant input from the community. The comments from the survey are attached as
Attachment F.
ATTACHMENT A. Sign-In Sheets
<table>
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<th>Name</th>
<th>Email</th>
<th>Do you live in the neighborhood?</th>
<th>If so, how long have you lived in the neighborhood?</th>
<th>Receive project updates?</th>
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<td>Y</td>
<td>9</td>
<td>✓</td>
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<td>Karen Borton</td>
<td><a href="mailto:Kborron@aurora.gov.org">Kborron@aurora.gov.org</a></td>
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<tr>
<td>Bill Sandholm</td>
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<td>Y</td>
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<td>Tom Smith</td>
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<td>Y</td>
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<td>Ramon Jurell</td>
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<tr>
<td>Julie Weinheimer</td>
<td><a href="mailto:jkw@aurora.gov.com">jkw@aurora.gov.com</a></td>
<td>Y</td>
<td>2 yr</td>
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<tr>
<td>Brenda Parsons</td>
<td><a href="mailto:bparsons@aurora.gov.org">bparsons@aurora.gov.org</a></td>
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<td>MAC Callison</td>
<td><a href="mailto:Mccallison@aurora.gov.org">Mccallison@aurora.gov.org</a></td>
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<td>Estela Jaime</td>
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<td>Arturo Martinez</td>
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<tr>
<td>Amy Cheslin</td>
<td><a href="mailto:heystrauny@msn.com">heystrauny@msn.com</a></td>
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<td>Received project updates?</td>
<td>Age</td>
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<tr>
<td>Josephine Martinez</td>
<td><a href="mailto:josie1@cherokeecvs.us">josie1@cherokeecvs.us</a></td>
<td>yes</td>
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<td>Randy G.</td>
<td><a href="mailto:daleaffin@gmail.com">daleaffin@gmail.com</a></td>
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<td>Laura Allen</td>
<td><a href="mailto:lasallearas@gmail.com">lasallearas@gmail.com</a></td>
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<tr>
<td>Reid Lehmiller</td>
<td>kurt@<a href="mailto:kurtelp@gmail.com">kurtelp@gmail.com</a></td>
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<td>Ahnna Willis</td>
<td><a href="mailto:idczz@live.com">idczz@live.com</a></td>
<td>yes</td>
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<tr>
<td>Karey Langs</td>
<td><a href="mailto:auntkmn6@gmail.com">auntkmn6@gmail.com</a></td>
<td>yes</td>
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<tr>
<td>Kirke Langs</td>
<td><a href="mailto:auntkmn6@gmail.com">auntkmn6@gmail.com</a></td>
<td>yes</td>
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</table>
ATTACHMENT B. Meeting Materials
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
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.
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 contact: 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

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

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

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.
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.
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?
Current Conditions:

Speed Limits, Traffic Control, & Observed Speeds

POSTED SPEED LIMIT

- Orange = 25 mph
- Green = 30 mph
- Purple = 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?
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 Westerly 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?
Multi-Modal Connectivity Assessment

“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?
**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.

*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?*
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.

<table>
<thead>
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<th>Add more trails</th>
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<tr>
<td>Widen the sidewalks</td>
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<tr>
<td>Improve pedestrian safety</td>
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<tr>
<td>Provide more biking connections and safer routes</td>
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<tr>
<td>Improve access to public transit (bus &amp; rail)</td>
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<tr>
<td>Maintain and improve the existing character</td>
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<td>Slow the traffic</td>
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<td>Minimize impact of external traffic</td>
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<td>Maintain on-street parking</td>
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<td>Manage parking</td>
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<tr>
<td>Maintain trees and add or improve green space</td>
<td></td>
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<tr>
<td>Limit impacts to businesses and homes</td>
<td></td>
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<tr>
<td>Minimize impacts of street flooding</td>
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<tr>
<td>Improve safety with enhanced lighting</td>
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<tr>
<td>Other (please write in):</td>
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</tbody>
</table>
Which routes do you prefer for walking in the study area? Why?
Which routes do you prefer for biking in the study area? Why?
Which routes do you prefer for driving in the study area? Why?
Are there any streets, routes, or intersections that you avoid? Why?
What are your primary destinations within the study area?
ATTACHMENT C. Mailer
The city of Aurora is evaluating ways to improve walking, biking, and driving in your neighborhood. Please join the project team to learn about the project and discuss the possibilities for improving transportation!

La ciudad de Aurora está evaluando maneras de mejorar el caminar, andar en bicicleta, y conducir en su vecindario. ¡Por favor únase al equipo del proyecto para aprender sobre el proyecto y discutir las posibilidades de mejorar el transporte!

**Thursday, Jan. 25, 2018**
**Jueves 25 de enero de 2018**
5:30 p.m. to 7:30 p.m.
Light snacks will be served. | Apertivos ligeros serán servidos.

**Fletcher Community School Cafeteria**
10455 E. 25th Ave.
Aurora, CO 80010

**STUDY AREA**

**QUESTIONS?** Anna Bunce: 303-739-7300
**¿PREGUNTAS?** AuroraGov.org/NWMobility
ATTACHMENT D. Poster
The city of Aurora is evaluating ways to improve walking, biking, and driving in your neighborhood. Please join the project team to learn about the project and discuss the possibilities for improving transportation!

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Fletcher Community School Cafeteria
10455 E. 25th Ave.
Aurora, CO 80010

**STUDY AREA**

**QUESTIONS?**
Anna Bunce: 303-739-7300
AuroraGov.org/NWMobility
ATTACHMENT E. Press Release
Public invited to Jan. 25 meeting on mobility in northwest Aurora

AURORA, Colo. – The city of Aurora is evaluating ways to improve walking, biking and driving in northwest Aurora, and is hosting a public meeting Jan. 25 to share information about the new Northwest Aurora Mobility Study and discuss the possibilities for improving transportation in that area.

The meeting is scheduled from 5:30 to 7:30 p.m. at Fletcher Community School Cafeteria, 10455 E. 25th Ave., and light snacks will be served.

Northwest Aurora is experiencing many changes related to development that are impacting the travel patterns to and through the neighborhood. The study, which targets the area bounded by Peoria Street, Montview Boulevard, Westerly Creek Trail and just south of 26th Avenue, will focus on short-term and mid-term improvements to address these changes.

The project will evaluate the operational effectiveness of existing stop signs and traffic signals; evaluate current and potential multi-modal connections between the major activity center within and proximate to the study area; and identify short-term and mid-term improvements to enhance the safety and quality of life in the neighborhood.

The Jan. 25 meeting is the first of three public meetings that will take place during the study process. The goal of the first meeting will be to present information on existing conditions, and discuss with the community the challenges and opportunities in the project area.

The two future meetings will solicit feedback on the modal priorities and proposed alternatives, present and gather feedback on the recommended alternative, and communicate the anticipated next steps.

Study recommendations will be presented to the Aurora City Council in November 2018.

For more information, visit AuroraGov.org/NWMobility or call Anna Bunce at 303.739.7300.

# # #
ATTACHMENT F. Online Survey Results
Question 1: What do you think about the biking, walking, and transit accommodations today?

- Streets are not friendly for bikes and peds. Too many cars focused on specific residential streets with driveways.
- The sidewalks in and on most of the streets are extremely narrow. 4 way Stop signs are needed on Elmira and 23rd.
- Love the bike lanes on Montview, I use them. Would like some better signage for connecting this area to the Highline Canal trail by Del-Mar Park, even advertising that as an option for the many cyclists who ride down Montview.
- I live at 23rd and Geneva and see many vehicles speed along 23rd and feel it creates an unsafe environment for the little kids that walk to and from school.
- They're not enough. The entire area from Colfax to E 11th Ave has really narrow sidewalks, particularly Havana Street. As someone who both walks and cycles up and down that street regularly, I really hate how much traffic forces me and every other pedestrian onto already narrow sidewalks.
- Not sure what the problems might be.
- Glad we are moving forward with project- hadn't realized needed improvements for sidewalks in some areas.
- I believe we need wider sidewalks, more bike lanes running north and south connecting Stapleton, Original Aurora and Delmar Parkway. The RTD buses are very easy to use. With this study, I would love to see the city encourage citizens to join the adopt a Street program and clean up our streets while they are walking. I am actively trying to form a group to do so throughout the original aurora area.
- I think that putting a bike lane on montview rather than 19th is dangerous, but I've been riding the neighborhood for a long time.
- Walking accommodations are horrendous. Several places don't have sidewalks and existing sidewalks are woefully inadequate.
- 25th Ave is not equipped to accommodate the humongous amount of traffic since the opening of Stanley Marketplace. And, the dips at the intersections of 25th & Dayton & Fulton do not deter the speedsters. I'm disabled and walk with a cane and am afraid to step out into the street. I live on Florence and drivers race through the neighborhood without stopping endangering seniors and children. More Stop Signs need to be placed throughout this study area. I frequent Stanley Marketplace and enjoy the facilities, but it has caused a tremendous danger to traffic with all of the partying and drinking at micro brewery. Need more police monitoring the area especially with Spring & Daylight Savings just around the corner. So, in summation, bikers/pedestrians (seniors) beware of continuous traffic with no control in place. Thank You!!
- I have been wishing for wider sidewalks throughout the neighborhood. I live off of Kenton and Montview and the sidewalks are narrow and attached, not sure why the diagram says otherwise.
It is nearly impossible to go walking as a family, we have to walk single file to stay safely off the street.

- It is very dangerous to walk on the narrow sidewalks. I see people with strollers and people in wheelchairs forced to use the road instead of the sidewalks. People still park in the bike lanes on Montview.
- The Montview bike lane is heavily used but too narrow and the striping is inconsistent. The lane is ignored sometime by parked cars. I love the designated lane and use it often!
- Not enough bike paths. Lots of bikes available, but with congested streets due to rerouting, it's not a desirable option. Also the sidewalks are far too narrow.
- The narrow attached sidewalks clearly indicate walking isn't really a way people are expected to get around the city. It makes going for a walk with my young daughters a scary proposition. Widening sidewalks would also narrow unnecessarily wide roads making our neighborhoods safer in both ways.
- Biking is very good now that there are bike lanes on Mountview. Walking is not so great or safe on Mountview, Peoria or Moline. Buses are fine but its hard to get to the lightrail nearby.
- I really don't like the single file-ness of the sidewalks now. It makes walking and talking very difficult. If you are trying to pass someone, one needs to walk in the street. This is not safe. Also the drainage system needs updating because with the slanted kerbs, the water/ice backs up onto the sidewalk.
- I would like to see more bike paths and wider sidewalks.
- Bus route 20 should run more frequently, maybe even a shuttle from Quebec to Chambers on Montview only cheaper than RTD.
- Sidewalks need to be wider. My wife and I typically walk in the street with our two dogs because the sidewalks are too narrow for us to walk on them side-by-side.
- I believe we need wider sidewalks, more bike lanes running north and south connecting Stapleton, Original Aurora and Delmar Parkway. The RTD buses are very easy to use. With this study, I would love to see the city encourage citizens to join the adopt a Street program and clean up our streets while they are walking. I am actively trying to form a group to do so throughout the original aurora area.

**Question 2: What is your impression of the effectiveness of the traffic control in the neighborhood?**

- Cars are going too fast on 25th. Stops signs should be used to disperse, not concentrate, traffic.
- Not effective at all 23rd is extremely dangerous entering Stanley area up to Fulton. Speed digital monitoring would help on 25th
- Much of the traffic is "directed" into side streets, causing unsafe neighborhood streets---people look for "short-cuts" and speed through neighborhood streets, rather than taking streets that are meant for thru traffic.
- I live at 23rd and Moline. That stretch between 25th and 22nd is frequently traveled above the speed limit of 25.
- It's not so fun crossing Montview on foot between Dayton and Havana, but I understand that Montview is a main thoroughfare. Overall, no complaints.
• Not as good/safe as it needs to be with the rec center and school. There are so many little kids in the neighborhood that walk and ride bikes. I witness many cars speeding along 23rd between stop signs at Geneva and Iola.
• The area around Fletcher Elementary and Moorhead Rec Center is always super packed, it would be nice if you could relieve some of that pressure.
• On my block, cars sometimes drive very fast and I worry about children getting hit.
• Improve ways to slow folks down
• Things seem to been running smoothly...the areas that I notice issues are not part of this study.
• In spite of the severe accidents at 16th and dallas for example, i think it's pretty cool.
• Cars go way too fast. Stop signs and traffic calming devices are ill placed and haphazard
• I've lived in the neighborhood for the past 34 yrs and traffic was tolerable. Now with the advent of Stanley Market & Stapleton Redevelopment, traffic control is "Non-Existent!!" Especially east/west on 25th ave, north/south on Dayton & Clinton. Dayton is absolutely tooooo narrow to allow parking on both sides of the streets, and repairing cars on the streets. I appreciate economic development but the safety of my neighborhood is my first priority!! In a word, there is "NO" current effective traffic control in the neighborhood. Hopefully, City Planners will get busy and work to resolve this dangerous traffic dilemma! Thank You!
• We could use at least one other stoplight with crosswalk between Moline and Havana on Montview. I see people crossing the street in between all the time and it is not safe. Also wish there was more traffic police monitoring Montview and 25th, people speed regularly. A common occurrence on Montview is drag racing, it is very scary! The speed limits are fine in my opinion, just wish people would abide by them.
• Traffic control is ineffective. Many people speed and run stop signs. People cut through the neighborhood to and from work with little regard for pedestrians. We need speed bumps, lower speed limits, and more stop signs. Or roundabouts. People drive quickly off montview and speed through the neighborhood.
• For a couple of reasons, Lima St in this study section is already achieving Connector street status and vehicular traffic has increased in volume and speed over the past year. It is on the direct route to the new community school in Stapleton with the fewest stop signs, and it is easy to get onto Havana Wy for those needing I-70.
• Traffic seems to be fine accept for 25th Ave, but hopefully extending MLK will improve that
• Posted speed limits seem to do little to control speeds of travel. Stop signs and lights seem much more effective. People will travel at the speed they feel is safe regardless of the posted speeds. The wide roads seem to undermine the posted speed limits of 25 mph on neighborhood streets, since wider roads give an impression of greater safety.
• People are speeding too much on Iola and the traffic has become heavier in the past few years. Mountview seems to be pretty good but at the Havana intersection, despite signage, people create two lanes to cross Mountview or to turn right onto Mountview. Parking too close to the curb at corners with stop signs also makes travelling on residential streets a challenge...parking restrictions are not enforced.
• I would like to see a four way stop at Iola and E 23rd. I have seen many near misses of accidents at this spot. There are lots of children coming in and out of the park and Moorhead and they could be hit by some speeder. I even think that a safety zone with speed humps, crosswalks and signage to let people know to be safe.
• People run the stop signs frequently at 23rd/Iola. 25th and Fulton could use a 4 way stop. Hard to cross when busy. (also hard to see cars traveling east on 25th due to parked cars. They tend to be going fast too)
• Is acceptable
• Crossing Montview is an issue. Pedestrians cross in dangerous and unpredictable ways. It can sometimes be difficult for cars to cross or turn left when traffic is heavy.
• Things seem to been running smoothly...the areas that I notice issues are not part of this study.

Question 3: How has recent development in the area impacted your travel patterns?

• More use of Dallas, Dayton and 25th to access destinations.
• Gotten better with open streets to Stanley. But I must be a lot more aware for traffic on 23rd
• Traffics has been impacted since before the development. Drivers are searching for faster ways to get to their commute (for example going downtown). Traffic has increased since 2010 on Dayton Street going North from 11th Avenue to Montview. Traffic on 17th and 16th has increased between Peoria to Quebec. I’ve heard that 25th Avenue from Peoria to Dayton is a speed race. People are not just going to neighborhoods, they are using neighborhoods to get Downtown Denver or the DTC or Anschutz.
• Traffic jams on 25th at Moline and also Peoria. It’s getting very bad.
• I use the bike lanes on Montview now. I'm glad that lanes are open between my neighborhood in Stapleton and Aurora. The communities are segregated enough without having a physical traffic barrier, I’ve definitely noticed my neighbors and I using the Limebikes to connect up to the park north of Stanley
• Traffic flow has tripled in the 2 years I have lived here. And I now take different routes through the neighborhood at peak traffic times to avoid the backup
• There have been more cars streaming into already narrow lanes trying to run me off the road when I'm on my bicycle in this area.
• I try to avoid the Moline and 25th intersection at rush hour.
• Learning how to access Stapleton area- so far saving time-
• It has not. It’s fantastic to have these developments and I am excited for future developments.
• It's caused me to move to the mountains
• I can no longer take 25th home because of the traffic. Waiting to cross a street like Moline takes forever without a light. Traveling through the neighborhood is no longer easy
• It has not really impacted them too much.
• My driving patterns have not changed. But I have noticed that the stop sign on Havana way near 25th is often backed up.
• As a bike commuter, the construction debris is what I'm trying to avoid in the Stapleton new developments. They might be building green houses but they leave a lot of trash as an industry.

Felsburg Holt & Ullevig
• Not much. My wife has a slightly longer commute.
• Havana is a nightmare around 4-5.30 pm during the week from Mountview southward. I avoid it. Lola has constant traffic in the morning and evenings. I expect things to get worse as more build out at Stapleton. Better connections to the light rail would be phenomenal!
• It has made getting to I-70 easier, but not much else. We have seen loade semi-trucks barreling through our neighborhood make my house shake and worry my foundation on my house. This happens at 5-6 am and again at 4-5 pm.
• Yes! Opening Fulton and Lola has it easier to travel north, but has changed the neighborhood dramatically. Going from a low traffic area to a thru transit path for commuters. The traffic at 23rd/Lola has increased 100 fold.
• The traffic has increased exponentially
• Regularly walk or drive from home (near Montview and Havana) to Stanley Marketplace. Also use Dayton and Lola to cross into Stapleton to go to the new King Soopers and restaurants at MLK and Havana.
• It has not. It’s fantastic to have these developments and I am excited for future developments.

**Question 4: How do you anticipate future development and new connections changing your travel?**

• As busy streets get congested, I will divert to lesser used streets.
• I'm thinking it will get better.
• I expect more cars speeding through the neighborhood streets. And especially in North Aurora people own so many cars, they clog up the neighborhood streets and causing visibility to be a problem. The number of accidents in North Aurora is crazy. (Intersections: 14th & Dayton, 6th & Dayton, Havana & Colfax, 16th & Galena, 17th & Peoria---these are just a few)
• Things will improve for me when Martin Luther King Blvd. extends to Peoria, thus reducing traffic on 25th. It's pretty scary to ride my bike around here at present.
• Hard to know.
• I anticipate future developments will continue to make this worse until the new connections are available, however if the connections are single lane it will only create new traffic backups.
• I'm going to get hit by a car at this rate.
• May need to look for different ways to get to work.
• Ability to access new areas safely and faster
• No
• I hope rents continue to go up
• More traffic and more congestion. Faster moving cars. Our (already) busy streets getting more crowded. Streets in our neighborhood are not sufficient to handle increased volume
• We try to travel during off peak hours to avoid heavy traffic. hopefully the MLK expansion will relieve some of the heavily traveled roads.
• I hope it will become easier.
• If traffic keeps increasing, we will have to bypass Havana Way and cut through Stapleton neighborhoods.
• Hopefully the new road construction occurring now at Montview and Clinton will ensure a logical
transition onto Westerly Creek Trail for cyclists is included in the design at Beeler St.
• Will not be relying on 25th Ave as much
• More traffic is expected. Hopefully better public transit will alleviate some of it.
• I will use the residential street more although 25th westbound in the late afternoon/early
evening is horrid and so i use 22nd from Peoria westward. This will get worse as i see there is
commercial use being build on Moline and 25th! A roundabout would be perfect or a light in the
future.
• More trucks and more noise... I would like to see designated truck routes.
• Hopefully opening up 26th and MLK to Peoria will reduce neighborhood traffic.
• There are days that I do not want to leave the house.
• Don't anticipate any particular changes. Would be nice if Montview took on a more pedestrian-
friendly character (possibly with Stanley Marketplace as an anchor).

Question 5: Are there other mobility related needs that you think should be addressed?

• More 4 way stops, codes against fences built up to sidewalks, Tv's in driveways blocking
sidewalks, parking too close to stop signs, lighting on streets.
• Maybe speed bumps should be placed at intersections. Alleys should have speed bumps. New
development should require off-street parking. Perhaps on-street parking should be by permit.
Perhaps in congested areas of North Aurora (where multi-family buildings are built) that parking
garages are built (people can pay to park or store their cars).
• I'd like a bus stop on Moline at 22nd or 25th.
• As a cyclist, I ride up and down Havana a lot, and the stretch between Colfax and Montview is
particularly bothersome because there are cars parked there and I'm forced off the shoulder and
into the main lane, where yet other drivers act threateningly towards me. Also we need more
bike lanes in general, and wider sidewalks so parents can walk alongside their children.
• Can't think of any
• No, hopeful this vision for improving area can be filled
• Wider sidewalks and more bike lanes that have no parking on them so people walking and biking
feel safe.
• more bikes; fewer cagers the better.
• More traffic calming measures, especially as development increases
• Yes, sidewalks should be kept free of debris, unattended bicycles and basketball hoops cause
those in wheelchairs and seniors to have to walk in the street.
• I think this covers it all. Looking forward to better sidewalks the most.
• Improved safety for those in wheelchairs or pushing stroller. Enlarge the sidewalks and make sure
to include ramped regions on the sidewalks so these people can access and exit the sidewalks.
Add more street lamps, please!!!
• Consider including wayfinding signage to area facilities in the design work.
• No. That looks pretty good to me! I can only suggest better access to the lightrail/A train at
Fitzsimons and Peoria stations respectively.

Felsburg Holt & Ullevig
• More focus on safety of the crosswalks near the Moorhead rec center
• All these rent-a-bikes seem like a good idea, but end up being a burden on residences. They are constantly parked on corners and sidewalks blocking them from walking. The kids/teens knock them over like dominos frequently. All said it just seems like bad timing. Now that traffic has increased exponentially and the speed at which it travels along with running stop signs. It seems bad time to add a bunch of slow bikes. Not against the idea of them, just commenting on the results. My biggest request would be to increase sidewalk width!
• Personal priorities would be to widen sidewalks and develop neighborhood character with amenities that entice people to get out to walk and interact with one another (street trees, shops, dog parks, restaurants, etc.).
• Wider sidewalks and more bike lanes that have no parking on them so people walking and biking feel safe.

Question 6: Which community values are most important to you? Please select up to 5.

Which community values are most important to you? Please select up to 5.
Question 7: Which routes do you prefer for walking in the study area? Why?

- 22nd, because there are fewer cars. 26th because of detached sidewalk.
- 25th's new sidewalks in and around baseball parks
- Along Westerly Creek. And on the neighborhood streets. I avoid Montview, Peoria, Dayton, etc too dangerous.
- I like walking or biking down 22nd and 23rd, I live off 22nd and it's much quieter than Montview or 25th
- The new paths along 26th because the sidewalks throughout the neighborhood are too narrow and I end up walking my dogs in the street
- Havana Street and Montview Avenue. Those seem to be the main ones for me. Montview has a bunch of stores, and I work at Fletcher.
- walk up to trails on openspace area
- don't walk much
- What are we even looking at on this map? What walking routes are we evaluating??
- 25th ave montview blvd
- I walk throughout every part except for along Montview or 25th because people speed and it can be dangerous.
- I walk on 22nd or 23rd to avoid the fast traffic in 25th. This way, when I am forceful to walk on the street I am slightly less concerned about getting hit by a car.
- This is the area I live in so I walk the neighborhood streets every day. I say hello and wave to certain people almost every day and it's important for me to maintain those connections to my neighbors.
- the trail alongside 25th drive. Its actually wide enough.
- Along 26th. Because the sidewalks are buffered from the street and there are trees.
- I walk e 23rd from Havana through Peoria
- I prefer to walk on 26th ave because you can walk side by side with someone, you have to walk single file on Aurora sidewalks. If its a bad snow, you can't even walk on south side sidewalks due to flooding.
- 23rd and 26th for east/west walking to avoid traffic. I mix it up with north/south streets for variety and interest.
- Fulton to the Fulton St Park, Fulton to 25th to the Rec center, Fulton to 23rd to Stanley. I live on Fulton and these are the areas I'm familiar with.

Question 8: Which routes do you prefer for biking in the study area? Why?

- None.
- Same 25th through 26th
- don't ride my bike—besides too dangerous on neighborhood streets and thorough fares.
- Same, although if I'm biking downtown, the bike lanes on Montview are great (except the scary part merging by Central Park Boulevard)
The new paths along 26th because they are safer than riding through the neighborhood with all the traffic and speeders.
Havana Street and Montview Avenue. I ride to and from work along Havana, and ride to and from church on Montview.
Don't bike
i bike over to sand creek via westerly creek and head over on dallas to lowery to other paths.
Same question applies
I have not biked yet.
I bike on Montview, even though I think it is dangerous. Sharros are not safe or effective. But I bike downtown, so this is the fastest route.
Lima Street is good for north south biking destinations because there is less vehicular traffic than Moline by far, and fewer stop lights and stop signs, giving bikes more right of way at intersections. Montview is fastest for east west travel but cars really stick their hoods out when they need to make left turns, meaning I have to swing into traffic and out of the bike lane! But it's still better than 17th.
same as walking, the trail alongside 25th drive.
Anywhere where there are designated lanes. I also bike along 25th as there are few stop signs from Moorehead park westward.
I don't bike much
Getting on the new bike paths is great! riding to them is not so much.
Mainly use Montview, 25th, and 26th going east/west. Use Dayton primarily for north/south.
Same and walking. I also bike along montview but try to avoid it because of traffic.

Question 9: Which routes do you prefer for driving in the study area? Why?

- 25th and 26th, because you move faster.
- 25th through new through streets into Stapleton
- I prefer traveling on Montview, because it is less impact on the neighborhood.
- No bad place yet, hard to turn left out of Montview (from the north) during rush hour but no real complaints
- 23rd or 25th Street, Iola/Havana, MLK and Montview as they are convenient to my home and where I travel out to.
- I don’t drive but I do take buses, and Montview Avenue has the most of them.
- 25 to Peoria
- hate driving
- All of them?
- 25th ave - store, Moorhead & church montview blvd - headed south for shopping fulton blvd - going to King soopers
- I drive the whole area.
- We try to stick to major roads(montview and 25t), to decrease traffic in our neighborhood.
Moline is the best north south road for driving because the traffic moves at a good speed, too fast for the homes on this street, but just right for rush hour car commuters. Montview is best for east west car traffic, the signal lights are timed right at 30 mph.

- 25th ave, fastest route to fitzsimmons
- Montview - good traffic pace and easy turn off with center lane designations - good sight lines
  25th as there are few stop signs  Iola to get to I-70 and up to MLK to use the store
- Most areas in the study area
- Fulton and lola when heading north. 25th when heading east. Havana when heading south and Montview or 26th for West. Wish 23rd connected.
- Mostly use Montview, Dayton, and Havana (occasionally 25th). Fulton and Iola for crossing into Stapleton.
- Montview to Central Park or Iola.

Question 10: Are there any streets, routes, or intersections that you avoid? Why?

- no.
- 23rd, Peoria and 25th, Dallas
- Dayton & 14th, Montview and Havana, montview and Quebec, Montview and Dayton, montview and Moline—too many crazy drivers.
- I wish I could avoid my own intersection, coming up Florence from the south any having to cross Montview. There’s a couple streets like that, where the cars have to shoot across 4 lanes like a rocket to make it to Northwest Aurora. I’ve seen some close calls.
- 25th and Iola during rush hours
- Montview and Moline, What a mess!
- Moline and 25
- 16th between havana and yosemite is dangerous on a bike, but a main artery for me.
- 25th and Moline! Way too congested and takes so long
- Dayton street  Clinton street  Dallas street
- We avoid 25th and Havana because it gets backed up. We avoid all roads by the schools in the morning/afternoon. Don’t want to get in the way of families to and from the school.
- 25th and Moline at rush hour takes a long time to get through. It is a stop sign and should be a stop light due to the volume of traffic it is handling lately.
- montview, it is crazy
- Moline - too busy 25th between Moline and Peoria late afternoons
- No
- Fulton/25th during rush hour or at sundown. Hard to cross if on 25th. 25th/Iola at rush hour or at school opening/closing. 23rd has nasty dips between streets. Iola is not suited for the amount of traffic it receives now. 23rd as well.
- Crossing Montview can be problematic for all types of traffic.
Question 11: What are your primary destinations within the study area?

- Stanley, Anschutz campus.
- Stanley
- It is interesting, in the area that you describe the housing is not as dense and cars, parking, speeding is not as prevalent....once you get closer to Colfax and the higher density areas where there are so many apartment buildings and more planned—the problem of cars and speeding increases dramatically.
- Moorhead Rec Center or Stanley Market
- Stanley Marketplace and my home
- Fletcher Elementary and Moorhead Rec Center.
- Home
- home
- Home, Fletcher, Stanley, neighborhood music
- grocery store church Stanley marketplace
- We just love walking through the neighborhood. Sometimes we’ll walk to the Neveria or The Stanley.
- Stanley, rec center, all the schools.
- Bluff Lake Nature Center, Sand Creek Greenway Trail, Stanley Marketplace
- fitzsimmons station
- The Stanley (walk, bike and drive) My house Moorhead (walking only)
- Home, Stanley, Colfax corridor
- Moorhead Rec, Stanley, parks, bike paths, schools, restaurants.
- Stanley Marketplace, Moorhead Rec Center, and trails/paths along 26th. Also, Thai Street Food on Montview.
- Stanley, Tony’s, rec center, Fulton Street Park

Question 12: How do you feel about existing connectivity to neighborhood and regional destinations? Are they sufficient?

- Existing connectivity is too good. Dayton needs to carry more cars and divert them from most north-south residential streets.
- Great! Could make better use of barracaded drives off of 25th connecting Stapleton
- Most of those major routes have become too busy and are dangerous—they should be "calmed". People drive thru the streets like crazy.
- Very, very few of my Northwest Aurora neighbors go to the Stanley Marketplace, but I think that’s a cultural and class issue more than an infrastructure one.
- They’re mediocre. The sidewalks exist but they’re too narrow, and the streets are there but cyclists aren’t welcome to use them. And the buses are fine but they’re too infrequent to be of much use.
- Yes
- No
• No. We're in an island. It's hard to get to Stapleton. Even with the new Dayton connection, it's difficult to get anywhere. You have to go down and around to Central Park and that feels very out of the way
• ok.
• We need another stoplight between moline and Havana that crosses Montview. Other than that it’s fine.
• I think the north south pathways are sufficient. I’d prefer drivers use montview and 25th to go east west.
• Widening sidewalks in the 1950's housing areas would be the most appreciated community upgrade. For regional connectivity, the improvements planned for the Sand Creek Greenway along the very north end of the study area are looked forward to by many cyclists, birders, and hikers.
• Pretty good except to get to the transit station on Fitzsimons Parkway. Bad access and unsafe walk ways, currently. Narrow sidewalks except for 26th make it undesirable to walk too far.
• Yes, but they need to be better monitoring
• I don't have any problems but excessive traffic volume.
• Need to add/strengthen local destinations. Particularly, along Montview and Colfax as well as Clinton/Dallas/Dayton commercial area.
• Stapleton and original Aurora should connect through on more streets, this would encourage growth between the areas. There is a clear disconnect at the moment.

Question 13: How can they be improved?
• Speed tables and other traffic calming on residential streets. bigger sidewalks.
• Remove barricades add treed walking/biking/ paths with
• The slower neighborhood streets should have speed bumps. Stop the speeding cars.
• For Stanley Marketplace, there's a laundry list of outreach they could be doing, but for infrastructure, signs in Spanish advertising would help, and signs/maps in the Stanley specifically highlighting North Aurora (Fox Theater, Vintage Theater, DAVA etc) would help bring some Stapletonites down with their dollars into North Aurora
• Wider sidewalks, less on-street parking along Havana, more bike lanes, and signs at each bus stop indicating how far away in minutes the bus is.
• ?
• fewer cagers
• More connections to the Stapleton neighborhoods; a lot of this needs to be done by Denver
• widen Havana at 25th and place guard rails
• Same as above.
• Have lights in the north south major connectors. Include more stop signs east and west.
• Increasing neighborhood engagement by targeted marketing of landscape classes, rebates, beautification grants, etc... to Boston Heights residents may be considered.

Felsburg Holt & Ullevig
- Again, better access to Fitzsimons light rail, wider sidewalks, easier access to trails from Aurora side. I don’t feel ACAD is accessible in an obvious way unless you live here...feel disconnected from that.
- Better monitoring and more safe-guards for the non-automobile traffic
- Drone vehicles. Teleportation. A couple well placed traffic lights that are flash yellow functioning as stop signs during low use times.
- Support, improve, and grow more local businesses and amenities that serve as neighborhood anchors.
- Connect the streets, encourage the folks of original Aurora to clean up the streets and their yards to make the area more inviting. The amount of trash along our roads and allowed in people yards is sad and make the area feel grungy.
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.
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.
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.

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.

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.
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...**

- **Shared Lanes Added**: 4 blocks
- **Bike Lanes Added**: 13.5 blocks
- **Two-Way Separated Bike Lanes Added**: 8 blocks
- **Bike Boulevard Added**: 25 blocks
- **Sidewalks Widened/Added**: 53 blocks
- **Shared Use Path Added**: 33 blocks
- **Detached Sidewalks Added**: 48.5 blocks
- **Two-Way Streets Converted to One-Way**: 14 blocks
- **Parking Eliminated (one side)**: 1 block

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

- Shared Lanes Added: 4
- Bike Lanes Added: 17.5
- Two-Way Separated Bike Lanes Added: 4
- Bike Boulevard Added: 
- Sidewalks Widened/Added: 48
- Shared Use Path Added: 8
- Detached Sidewalks Added: 
- Two-Way Streets Converted to One-Way: 
- Parking Eliminated (one side): 25.5
- Back of Sidewalk Impacted: 12

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

BY THE NUMBERS: BLOCKS OF...

- Shared Lanes Added: 4
- Bike Lanes Added: 17.5
- Two-Way Separated Bike Lanes Added: 4
- Bike Boulevard Added: 
- Sidewalks Widened/Added: 48
- Shared Use Path Added: 8
- Detached Sidewalks Added: 
- Two-Way Streets Converted to One-Way: 
- Parking Eliminated (one side): 25.5
- Back of Sidewalk Impacted: 12

Note: North/South Blocks counted as one block; East/West Blocks counted as 1/2 block.
Alternative B
Neighborhood Placemaking Focus
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 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 to 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
Alternative C
Connections Focus

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...

- Shared Lanes Added: 4 blocks
- Bike Lanes Added: 4 blocks
- Two-Way Separated Bike Lanes Added: 13.5 blocks
- Bike Boulevard Added: 12.5 blocks
- Sidewalks Widened/Added: 62.5 blocks
- Shared Use Path Added: 27 blocks
- Detached Sidewalks Added: 21 blocks
- Two-Way Streets Converted to One-Way: 49.5 blocks
- Parking Eliminated (one side): 63 blocks

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

BY THE NUMBERS: BLOCKS OF...

Shared Lanes Added: 4
Bike Lanes Added: 4
Two-Way Separated Bike Lanes Added: 13.5
Bike Boulevard Added: 12.5
Sidewalks Widened/Added: 62.5
Shared Use Path Added: 27
Detached Sidewalks Added: 21
Two-Way Streets Converted to One-Way: 49.5
Parking Eliminated (one side): 63
Alternative C Connections Focus
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.
<table>
<thead>
<tr>
<th>Facility Type</th>
<th>Description</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Shared Lanes</strong></td>
<td>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.</td>
<td>NACTO</td>
</tr>
<tr>
<td><strong>Bike Lane</strong></td>
<td>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.</td>
<td>NACTO</td>
</tr>
<tr>
<td><strong>Buffered Bike Lane</strong></td>
<td>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.</td>
<td>NACTO</td>
</tr>
<tr>
<td><strong>Bike Boulevard</strong></td>
<td>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.</td>
<td>NACTO</td>
</tr>
<tr>
<td><strong>Two-Way Separated Bikeway</strong></td>
<td>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.</td>
<td>NACTO</td>
</tr>
</tbody>
</table>

**How comfortable would you be riding each facility type in your neighborhood?**

<table>
<thead>
<tr>
<th>Comfort Level</th>
<th>Very Comfortable</th>
<th>Comfortable</th>
<th>Uncomfortable</th>
<th>Very Uncomfortable</th>
</tr>
</thead>
<tbody>
<tr>
<td>Not at all</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## Pedestrian Facilities

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

<table>
<thead>
<tr>
<th>Type of Facility</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Detached Sidewalks</strong></td>
<td>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.</td>
</tr>
<tr>
<td><strong>Shared Use Path</strong></td>
<td>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.</td>
</tr>
<tr>
<td><strong>Main Street Pedestrian Zone</strong></td>
<td>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.</td>
</tr>
<tr>
<td><strong>Pedestrian Boulevard</strong></td>
<td>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.</td>
</tr>
</tbody>
</table>
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:** Widen 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:** Widen 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:** Widen sidewalks on both sides to the inside
This creates two standard-width sidewalks but requires eliminating parking on one side.

**Option 4:** Widen 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.
The following evaluation criteria was developed based on community feedback at the first public meeting. The alternatives will be evaluated based on this criteria.

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

**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
Bienvenidos a la Sesión Publica#2

Estamos ansiosos por escuchar sus ideas sobre la movilidad en su vecindario. ¡Le agradecemos su presencia para ayudar a avanzar este estudio!

Cómo aprovechar al máximo esta reunión:

- Comparta sus ideas y haga preguntas sobre los materiales presentados.
- Participe en las actividades interactivas para ayudarnos a comprender su perspectiva y sus prioridades.
- Complete una tarjeta de comentario y colóquela en el buzón.

Visite el sitio web del proyecto para obtener más información a medida que avanza el estudio: AuroraGov.org/NWMobility
Muchos otros planes y proyectos se han completado o están en marcha. Esos planes y proyectos están relacionados con el Estudio de Movilidad de Northwest Aurora (NW Aurora Mobility Study), incluyendo los siguientes:

**AURORA PLACES**
Aurora Places es un esfuerzo continuo de planificación para actualizar el Plan de Desarrollo de la ciudad. Aurora Places describirá las presentes dificultades y oportunidades en la ciudad, explicará las metas y objetivos futuros para el desarrollo e incluirá un plan de acción sobre cómo lograr estas metas y objetivos. Aurora Places detallará una visión a largo plazo para el uso y desarrollo del territorio durante los próximos 10 a 20 años.

**WESTERLY CREEK VILLAGE COMMUNITY PLAN**
En 2010, la ciudad de Aurora recibió un subsidio del Programa Piloto de Planificación de Zonas con Riesgo de Precariedad de la Agencia de Protección Ambiental (EPA). El programa de subvenciones resultó en una guía para la rehabilitación y la reconstrucción de las áreas con riesgo de precariedad de Westerly Creek Village. El plan requiere un uso mixto en el área industrial existente y en toda la longitud de Montview Boulevard y también entre Dayton Street y Westerly Creek.

**ORIGINAL AURORA PLAN**
La ciudad de Aurora propone actualizar la zonificación del plan Original Aurora (el área delineada por Yosemite Street, Peoria Street, East 6th Avenue y East 26th Avenue). El plan propuesto actualizaría la zonificación a lo largo de los corredores clave en el plan Original Aurora de la zonificación de uso único (por ejemplo, solo comercial) a la zonificación de uso mixto.

**MONTVIEW CONNECTIONS**
El proceso público será continuo durante todo el proyecto e incluirá tres reuniones públicas (Enero, Mayo y Agosto).

Recolección de Datos y Análisis: Se recopilarán y documentarán los datos de las condiciones existentes y futuras para todas las modalidades. Esto incluye inventario del campo y observaciones y también una evaluación de conectividad. Esta tarea dará como resultado una declaración de las necesidades.

Desarrollo de Alternativas y Evaluación: Se desarrollarán y evaluarán posibles soluciones. Se completará el análisis operacional multimodal.

Recomendaciones: La(s) alternativa(s) recomendada(s) serán refinadas y diseñadas conceptualmente. Esto incluye desarrollar un plan de implementación que identifique los próximos pasos principales.

Informe Final y Próximos Pasos: Se presentará un informe final al Ayuntamiento de la Ciudad de Aurora para su aprobación.
Objetivos del Proyecto

El propósito del NW Aurora Mobility Study es mejorar la movilidad para todas las personas del vecindario, tanto como ciclistas, peatones, usuarios de sillas de ruedas, cochecitos de bebé, patinadores, conductores singulares y conductores de transporte público. La movilidad es simplemente la capacidad de moverse libre y fácilmente.

- Comprender los patrones de viaje existentes para todos los usuarios, incluyendo a ciclistas, peatones, conductores y a los pasajeros de tránsito.

- Evaluar la efectividad de las señales existentes de STOP y de tráfico.

- Evaluar las conexiones multimodales actuales y potenciales entre los principales centros de actividades dentro y cerca del área de estudio, incluyendo las rutas escolares.

- Identificar mejoras a corto y medio plazo para favorecer la seguridad y la calidad de vida en el vecindario.

- Desarrollar el diseño conceptual y las estimaciones de costos para las mejoras recomendadas.
La visión de NW Aurora es crear un vecindario con un sentido de lugar donde las calles son accesibles para ciclistas y peatones, y están disponibles para todos los grupos de edades y habilidades, lo que lo convierte en un vecindario aún mejor para vivir, trabajar y jugar.

LAS NECESIDADES MÁS GRANDES:
Se han desarrollado tres alternativas para abordar las necesidades más importantes del vecindario:

- Gestionar el flujo de tráfico dentro y a través del vecindario.
- Proporcionar aceras seguras y cómodas para alentar a caminar en el vecindario.
- Identificar las rutas preferidas para ciclistas y designar el espacio para las bicicletas.
- Mejorar la seguridad de las rutas escolares de caminar y andar en bicicleta para ayudar a eliminar las barreras que impiden que los niños caminen y vayan en bicicleta a la escuela.

TEMAS COMUNES:
Las alternativas presentadas se desarrollaron reconociendo que no es realista mejorar cada calle o agrandar cada acera dentro del vecindario debido a restricciones de espacio y fondos. En cada alternativa, las soluciones propuestas se enfocan en las calles donde se pueden obtener los mayores beneficios. Hay algunos temas comunes entre las tres alternativas:

- La Avenida 23 es la ruta principal de bicicleta Este-Oeste en todas las alternativas debido a que provee una conexión directa sin interrupciones para los ciclistas desde el sendero Westerly Creek en el Oeste hasta el Anschutz Medical Campus en el Este.
- La Avenida 25 es una calle principal Este-Oeste para caminar en todas las alternativas debido a la concentración de destinos locales para peatones a lo largo de la calle, incluyendo Stanley Marketplace, Fulton Park, El Centro de Recreación Moorhead y Fletcher Community School.
- En las tres alternativas, las mejoras a la movilidad de Norte-Sur de bicicletas y peatones se centran en un conjunto común de calles que proporcionan continuidad a través del área de estudio y que dan acceso a los destinos del vecindario, que incluyen las calles: Clinton, Fulton, Havana/Iola, Lima y Oswego.

Aumentar los viajes de vehículos no-motorizados (como andar en bicicleta, caminar y usar servicios de transito).
- Proporcionar conexiones multimodales a vecindarios y destinos y servicios regionales locales.
- Mejorar el carácter del vecindario a través del embellecimiento y de la creación de lugares.
- Mejorar el acceso a los servicios de tránsito locales y regionales.
- Conectando el vecindario a los parques y la red regional de espacios abiertos y senderos.
- Acomodar a todos los usuarios a través del diseño completo de las calles.

PRÓXIMOS PASOS–REFINAMIENTO DE ALTERNATIVAS:
Los próximos pasos para refinar las alternativas y seleccionar una alternativa preferida implicarán:

- Identificar la orientación de la señal de stop y las funciones específicas de control del tráfico para manejar las velocidades y el enrutamiento.
- Equilibrar las compensaciones necesarias para hacer mejoras en las calles (lo más notable: estacionamiento en la calle versus impactos en la parte posterior de las aceras).
- Incorporación de elementos específicos para la creación de espacios, el embellecimiento y las aguas pluviales.
- Una evaluación técnica de las alternativas y sus elementos individuales.
- Mezclando y combinando elementos de las tres alternativas.
El tema principal de la alternativa es promover una concentración igual de tráfico en todas las calles del vecindario para crear una red de calles equilibrada para todos los modos de viaje.

**TEMAS DISTINGUIDOS:**
- Distribuye los viajes de una manera balanceada para reducir congestiones de tráfico.
- Crea una red de calles equilibrada para todos los modos de viaje.
- Elementos principales (rutas compartidas y bulevares para bicicletas) para promover caminar y usar bicicleta para ir a las escuelas del vecindario.
- Reduce el tráfico en las calles con bulevares para bicicletas.
- Elimina calles "rápidas," alias señales de stop

**CÓMO SE DIRIJE A LA ENTRADA COMUNITARIA:**
- Se dirige a una prioridad de la comunidad superior de ensanchar aceras.
- Se enfoca en preocupaciones de exceso de velocidad al reorientar las señales de alto.
- Rebaja los atajos de tráfico.
- Mejora las conexiones para andar en bicicleta.
- Da prioridad a las rutas seguras para caminar y andar en bicicleta en rutas escolares.

**POR LOS NÚMEROS: BLOQUES DE ...**

<table>
<thead>
<tr>
<th>Número</th>
<th>Descripción</th>
<th>Bloques</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>Carriles Compartidos Añadidos</td>
<td>13.5</td>
</tr>
<tr>
<td>8</td>
<td>Carriles de Bicicleta Añadidos</td>
<td>53</td>
</tr>
<tr>
<td>13.5</td>
<td>Carriles de Bicicleta Bidireccionales Añadidos</td>
<td>25</td>
</tr>
<tr>
<td>25</td>
<td>Boulevares de Bicicleta Añadidos</td>
<td>33</td>
</tr>
<tr>
<td>33</td>
<td>Aceras Hechas Mas Anchas/Nuevas</td>
<td>48.5</td>
</tr>
<tr>
<td>53</td>
<td>Ruta de Uso Compartido Añadida</td>
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</tr>
<tr>
<td>25</td>
<td>Aceras Separadas Añadidas</td>
<td></td>
</tr>
<tr>
<td>33</td>
<td>Calles Bidireccionales Convertidas a Unilaterales</td>
<td></td>
</tr>
<tr>
<td>48.5</td>
<td>Estacionamiento Eliminado (en un lado)</td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>Impacto Detrás de la Acera</td>
<td></td>
</tr>
</tbody>
</table>

Nota: Bloques Norte/Sur contados como un bloque; Bloques Este/Oeste contados como medio bloque
Alternativa A
Una Red Equilibrada

LEGEND
- Mejoras de Acera y de Zona Peatonal
- Carriles para Bicicletas
- Bulevar para Bicicletas
- Ruta de Uso Compartido
- Vehículo Motorizado y Prioridad de Parqueo
- Escuelas
Alternativa A
Una Red Equilibrada
Oportunidades Para Acción Local

La oportunidad de realizar esta alternativa se basa en las recomendaciones principales de movilidad y se centra en dos áreas principales de énfasis: 1) Bulevares para Bicicletas en La Calle Fulton y La Calle Oswego, y 2) Moorhead Recreation Center Gateway & Zona Peatonal

Los Bulevares de Bicicletas en La Calle Fulton y en La Calle Oswego son una oportunidad para crear una experiencia de usuario diferente para los residentes del vecindario al enfatizar el uso de bicicletas y actividades peatonales. Las calles de baja velocidad crean lugares más cómodos para caminar y andar en bicicleta y brindan la oportunidad de fomentar otras formas de creación de lugares, como áreas mejoradas con plantas, remodelación de parqueos, muebles urbanos, materiales de pavimentación alternativos y pequeños espacios de reunión.

Las Entradas al Centro de Recreación Moorhead (Norte y Sur) & Zona Peatonal crean una zona peatonal amigable en los bloques que rodean el Centro de Recreación Moorhead. Las pasarelas mejoradas a lo largo de las avenidas 25 y 23 crearán puntos de entrada reconocibles y un borde público seguro, cómodo e identificable para los peatones. Los árboles nuevos, las aceras mejoradas, las zonas de cruce anchas, los semaforos y los dispositivos para calmar el tráfico pueden crear una "zona lenta" que enfatiza caminar y fomenta la actividad de los peatones.
Esta alternativa enfatiza conexiones multimodales mejoradas a los principales nodos de actividad dentro y cerca del vecindario y la creación de zonas cómodas y seguras para caminar dentro de los nodos de actividad.

**TEMA Distinguidos:**
- Enfatiza las conexiones multimodales a los principales nodos de actividad.
- Crea calles completas en calles selectas Norte/Sur.
- Las mejoras claves para caminar de Este/Oeste se centran en la Avenida 25, mientras que las rutas de bicicleta de Este/Oeste se centran en la Avenida 23.
- Zonas únicas y acogedoras para caminar se crean a través de Westerly Creek Village, el distrito histórico de la Calle Galena, y dentro del nodo Moorhead/Fletcher.
- La orientación de la señal de stop y la calma del tráfico definen y respaldan la prioridad modal para cada calle.

**Cómo considera los consejos de la comunidad:**
- Crea un ambiente más seguro para los usuarios más vulnerables, como los niños, y mejora el acceso a la estación de tránsito.
- Minimiza los cambios generales en el estacionamiento en la calle al agrupar las mejoras.

<table>
<thead>
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</tr>
</tbody>
</table>

Nota: Bloques Norte/Sur contados como un bloque; Bloques Este/Oeste contados como medio.
Alternativa B

Enfoque en la Acción Local del Vecindario
Puesto que el enfoque en la acción local del vecindario es el tema principal de esta alternativa, este enfoque provee varias oportunidades para que más acción local del vecindario se añadan usando destinos e instalaciones ya existentes en el vecindario.

La Plaza Pública Moorhead y Callejones se enfocan en el área del Centro de Recreación de Moorhead, calle principales y callejonesadyacentes para crear una una plaza pública singular para el vecindario. Las mejoras al espacio abierto en el centro de recreación tienen la intención de hacerlo un lugar central de reunión para el vecindario. La plaza pública puede incluir asientos adicionales y áreas para reunirse, una plaza pequeña, un espacio para funciones y mejorías a las entradas y aceras alrededor de toda la cuadra. Dos de los callejones a la mitad de la cuadra pueden ser convertidos para priorizar el tránsito peatonal con pavimento permeable, con alumbrado, señales y mejor acceso al espacio abierto. El conjunto de mejoras a los espacios públicos y calles crean una sensación de “plaza pública” que celebra su lugar la principal atracción del vecindario.

El área de la calle principal Clinton Street forma una entrada principal al Stanley Marketplace y una calle importante para peatones que conecta Montview Boulevard y Stanley. Las banquetas amplias, sitios de café, alumbrado, señales, letreros y arte hacen de esta calle principal una experiencia única para el peatón y un destino de uso mixto para el vecindario. La vivacidad de área es activada por el uso comercial y de locales en la calle frontal y por las conexiones directas para peatones al Westerly Creek Park hacia el oeste.

Stanley Marketplace Plaza concluye la experiencia de la calle principal Clinton Street y refuerza a Stanley como un destino principal. La plaza existente se expande a crear una experiencia de puerta frontal grande al sur del edificio.

Para celebrar esta joya histórica de Aurora, Galena Street Historic Walk proporciona una calle tranquila y hermosa para pasear y aprender sobre la historia de Aurora. Presentando las dos casas históricas de Fletcher, letreros históricos, jardines y asientos mejorados, la calle crea una experiencia especial para caminar en el vecindario y la ciudad entera.
Historia de la calle Galena Street

La zona de la calle Galena mantiene un vestigio de que motivó el asentamiento inicial de Aurora y le dio forma a su crecimiento inicial. El vecindario sirve como un microcosmos de la historia de la ciudad desde sus primeros días hasta los tiempos actuales.

Galena Street ha recibido mucha atención como uno de los vecindarios más antiguos de la ciudad y como la ubicación de algunas de las propiedades más antiguas de Aurora. Donald Fletcher desarrolló la calle Galena Street, originalmente llamada Hathaway Street, en 1890 como la pieza central del primer del pueblo Fletcher de cuatro millas a la redonda. De acuerdo con el National Register of Historic Places Registration Form preparado por Dawn Callouet en 1996, Fletcher construyó 14 casas de estilo Queen Anne en la calle Hathaway Street entre 1890 y 1892. **Fuente: 2003-2004 Historic Building Survey**
Al mejorar las estructuras existentes, esta alternativa se distingue por una conexión fuerte y la habilidad de moverse fácilmente alrededor del vecindario con acceso tanto a la red regional como a destinos regionales.

TEMAS DESTACADOS:
- Proporciona acceso conveniente a la red regional y destinos regionales.
- Convierte las avenidas 22 y 23 en calles de un solo sentido.
- Incluye instalaciones de alta calidad para bicicletas en la avenida 23, un ambiente atractivo para caminar y detalles con agua en la avenida 25.
- Combinación de letreros de alto consistente junto a prácticas para calmar el tráfico para reducir la velocidad y dirigir a peatones, ciclistas y autos hacia la instalación apropiada.

CÓMO CUBRE EL APORTE DE LA COMUNIDAD
- Minimiza cambio al espacio exterior de las aceras existentes.
- Proporciona instalaciones de la más alta calidad para bicicleta.
- Busca reducir el tráfico de atajos y mantiene acceso del vecindario a destinos regionales.

EN NÚMEROS: CUADRAS DE...

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Note: North/South Blocks counted as one block; East/West Blocks counted as 1/2 block
Alternativa C
Enfoque en Conexiones

LEGEND
- Mejoras de Acera y de Zona Peatonal
- Bulevar de peatones
- Carril para Bicicletas
- Ruta de Uso Compartido
- Carril Bilateral para Bicicletas
- Calle de un solo sentido
- Vehículo Motorizado y Prioridad de Parqueo
Esta alternativa de Oportunidades en Enfoque Conexiones expande en tener corredores de movilidad principales y enfatiza su doble papel como áreas para caminar y de identidad/placemaking.

El **25th Avenue Pedestrian Boulevard** (bulevar para peatones de la avenida 25) reforzará su papel como una ruta principal con mejoras en sus calles, jardines, letreros, asientos en lugares claves, así como arte integrada. La experiencia lineal general creará una experiencia cómoda para caminar que sea funcional, segura y bella. Siguiendo el concepto tradicional de los bulevares, la calle continuará beneficiándose de áreas techadas y con plantas y maceteros.

Hacia el sur, el **23rd Avenue Bikeway** (carril de bicicleta de la avenida 23) es otra oportunidad para crear un corredor identificable para el vecindario. Con la adición de un carril separado de dos sentidos para bicicletas, la avenida 23 será definida por la actividad frecuente de ciclistas, incluyendo familias, niños y personas de todas las edades quienes la usarán de manera regular. Tendrá gráficos y otro tipo de señales que le darán una identidad visual y una experiencia de uso divertida.

El **Moorhead Pedestrian Walkway** (paseo para peatones Moorhead) provee una conexión para peatones mejorada así como espacio público como un punto de enfoque entre las avenidas 23 y 25 y a lo largo de la orilla oeste del centro de recreación Moorhead. El paseo actual sería expandido y mejorado para crear un paseo más grande de múltiples usos con más lugares para sentarse, elementos de juego y arte pública.
Instalaciones de bicicleta

Carriles compartidos
Son usados tanto por los autos como los ciclistas y son delineadas con señales (típicamente la cabeza de una flecha con una bicicleta debajo, llamadas "sharrows" en inglés); estas marcas indican que se trata de un ambiente de compartir entre las bicicletas y los autos. Dichas señales refuerzan la legitimidad del tráfico de bicicletas en la calle y recomiendan el correcto posicionamiento del ciclista. Las señales de carriles compartidos deben aplicarse en situaciones donde la diferencia de velocidad entre las velocidades de traslado entre el ciclista y los autos es muy bajo.
Fuente: NACTO

Carril de bicicleta
El carril de bicicleta designa el espacio exclusive para ciclistas a través del uso de señalamientos sobre el pavimento. El carril de bicicleta se localiza adyacente a los carriles para automóviles y circula en la misma dirección de tráfico. Un carril de bicicleta facilita comportamiento predecible y movimientos entre ciclistas y automovilistas.
Fuente: NACTO

Carril de bicicleta con separador
Los carriles de bicicleta con separador incluyen un área designada que sirve para separar los carriles de bicicleta de los carriles adyacentes para vehículos motorizados o carriles para estacionamiento. Los carriles para bicicleta con separador ofrecen mayor distancia entre los ciclistas y los automóviles y resultan más atractivos entre los diferentes tipos de usuarios de bicicletas.
Fuente: NACTO

Bulevar de bicicleta
Los bulevares de bicicleta son calles con bajo volumen de tráfico motorizado así como velocidad baja, designados para darle prioridad a las bicicletas. Estos bulevares usan distintas maneras para manejar el tráfico de vehículos motorizados tales como letreros, señales en el pavimento con la finalidad de crear un ambiente seguro y conveniente donde se pueda cruzar las calles principales en bicicleta. Los bulevares de bicicleta no solo benefician a los ciclistas, sino también ayudan a crear y mantener calles "silenciosas" que benefician a los residentes y mejoran la seguridad de todos los que transitan por las calles.
Fuente: NACTO

Carril de bicicleta separado de dos sentidos
Permiten el tránsito de bicicletas en carriles separados y en ambas direcciones a un costado de la calle. Pueden estar protegidos a nivel calle por una línea de estacionamiento o alguna barrera entre los carril de bicicleta y el de vehículos motorizados y/o al elevar el carril de bicicleta para proveer una separación vertical a la línea para autos adyacente. Estos carriles dedican y protege espacio para ciclistas al mejorar su comodidad percibida y su seguridad.
Fuente: NACTO

¿Qué tan cómodo se siente conducir en bicicleta en su vecindario en cada tipo de instalación?

<table>
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<tr>
<th>muy incómodo</th>
<th>incómodo</th>
<th>cómodo</th>
<th>muy cómodo</th>
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</thead>
</table>

FELSBURG HOLT & ULLEVIG • LIVABLE CITIES STUDIO
Instalaciones para peatones

¿Qué tipo de instalaciones para peatones le gustaría ver en su vecindario?

Acera separada
La acera (banqueta) es la vía de acceso principal la cual va paralela a la calle. La acera asegura que los peatones tengan un lugar seguro y adecuado para caminar, debe ser entre 4 y 6 pies de ancho en áreas residenciales y entre 8 y 12 pies en áreas comerciales. Una acera separada consiste en una que se aparta de la calle con un espacio, regularmente de pasto o árboles, entre la acera y la calle.

Camino de uso compartido
Los caminos de uso compartido se usan tanto para transporte como para recreación. Regularmente están separadas de la calle y se ubican dentro del llamado derecho de paso. Este tipo de caminos sirven tanto a peatones, ciclistas, personas en patines y con discapacidades. Usualmente se diseñan para tráfico en ambos sentidos, los cuales se marcan sobre el suelo. Un camino de uso compartido es regularmente más ancho que una banqueta, entre 12 y 16 pies de ancho.

Área para peatones en calle principal
El área para peatón en una calle principal es una acera más amplia en la cual es posible añadirle mejoras para uso del peatón, tales como muebles, bancas, iluminación, árboles y estacionamiento para bicicletas. Típicamente, las calles principales se ubican frente a áreas para uso comerciales donde hay mayor actividad de peatones. La cantidad de actividad de peatones en el área, disminuye el tráfico y enfatiza a los peatones.

Bulevar de peatones
Se debe considerar un ambiente para un bulevar de peatones en lugares donde la actividad peatonal es muy alta el volumen de vehículos es o muy bajo o desalentado. El bulevar de peatones debe consistir en una infraestructura con elementos verdes tales como árboles frondosos, amplios jardines o bioswale. También puede incluir un rango de mejoras tales como muebles, iluminación, bancas y estacionamiento para bicicletas.
Opciones para ampliar aceras

Calles existentes
La mayoría de las aceras en el vecindario son demasiado angostas. El derecho de paso de la ciudad (ROW por sus siglas en inglés es típicamente 60 pies, lo que incluye una porción del césped al frente de la mayoría de las casa. Existen varias opciones para ampliar las aceras y aún quedar dentro del ROW, pero requieren de ya sea eliminar algo de estacionamiento o tomar espacio de césped en la parte exterior de las aceras existentes. Nos gustaría que nos diera su opinión sobre lo que usted considere es lo más apropiado para el noreste de Aurora.

Por favor marque el espacio en blanco la opción que mejor le parezca

**Opción 1:** Aceras más amplias en ambos lados por el lado exterior  
Esta opción crea dos aceras de ancho estándar pero requiere aproximadamente 3 pies de espacio de césped de cada lado.

**Opción 2:** Acera más amplia en un lado por el lado exterior  
Esta opción crea una acera amplia (la del otro lado queda igual) pero requiere aproximadamente 6 pies de espacio de césped de un lado.

**Opción 3:** Aceras más amplias en ambos lados por el lado interior  
Esta opción crea dos aceras de ancho estándar pero requiere eliminar estacionamiento en uno de los lados.

**Opción 4:** Acera más amplia en un lado por el lado interior  
Esta opción crea una acera amplia (la del otro lado queda igual) pero requiere eliminar estacionamiento en uno de los lados.
Los siguientes criterios de evaluación fueron creados con base en la retroalimentación de la comunidad que asistió a la primera reunión pública. Las alternativas serán evaluadas siguiendo estos criterios.

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<tr>
<td>Conectividad (todas las modalidades)</td>
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<tr>
<td>Comodidad y seguridad peatonal</td>
<td>¿Mejoraría la alternativa el nivel de comodidad y seguridad para los peatones?</td>
</tr>
<tr>
<td>Comodidad y seguridad bicicletas</td>
<td>¿Mejoraría la alternativa el nivel de comodidad y seguridad para los ciclistas?</td>
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<tr>
<td>Acesso a transporte público</td>
<td>¿Mejoraría la alternativa el acceso a las estaciones de Peoria y Fitzsimons y/o a las paradas locales de camión/bus?</td>
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<tr>
<td>Acesso a senderas y áreas verdes</td>
<td>¿Proporcionaría la alternativa acceso directo y conveniente a Westerly Creek, Sand Creek, and Bluff Lake?</td>
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<tr>
<td>Acceso a escuelas</td>
<td>¿Ofrecería la alternativa acceso seguro y conveniente a las escuelas del vecindario?</td>
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<tr>
<td>Rutas y operaciones de tráfico</td>
<td>¿Ofrecería la alternativa rutas y operaciones de tráfico convenientes?</td>
</tr>
<tr>
<td>Estacionamiento</td>
<td>¿Ofrecería la alternativa estacionamiento adecuado en la calle? ¿Minimiza la alternativa el impacto de estacionamiento?</td>
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<tr>
<td>Carácter de la comunidad</td>
<td>¿Ofrecería la alternativa un balance entre la preservación y las mejoras a la de la comunidad cultural y el carácter de Original Aurora?</td>
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<tr>
<td>Preservación de jardines</td>
<td>¿Minimizaría la alternativa el impacto en árboles y jardines del vecindario?</td>
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<tr>
<td>Placemaking</td>
<td>¿Crearía la alternativa oportunidades para áreas con un carácter distintivo, lugares para reunirse o para fomentar el uso activo a lo largo de la calle?</td>
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<tr>
<td>Desarrollo económico</td>
<td>¿Crearía la alternativa apropiadas oportunidades de reurbanización económica?</td>
</tr>
<tr>
<td>Infraestructura verde</td>
<td>¿Incorporaría la alternativa elementos de diseño de infraestructura verde (ecológica) tales como aguas pluviales e infraestructura blanda?</td>
</tr>
<tr>
<td>Apoyo de la comunidad</td>
<td>¿Tiene la alternativa el apoyo de la comunidad?</td>
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</tbody>
</table>

**Rango de evaluación:** El siguiente rango será utilizado para calificar cualitativamente cada alternativa.

- **La alternativa contribuiría** positivamente hacia el criterio
- **La alternativa contribuiría** un tanto positivamente hacia el criterio
- **la alternativa no tendría** ninguna contribución hacia el criterio
- **La alternativa podría contribuir** un tanto negativamente hacia el criterio
- **La alternativa contribuiría** negativamente hacia el criterio
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<th>Do you live in the neighborhood?</th>
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<td>Josephine Martinez</td>
<td><a href="mailto:Josie1@creativec.us">Josie1@creativec.us</a></td>
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<td>over 30 yrs.</td>
<td>Yes</td>
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<tr>
<td>Karen Allen</td>
<td><a href="mailto:Kobergall@juno.com">Kobergall@juno.com</a></td>
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<td>Rose Morales</td>
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<td>&lt; 1 yr</td>
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<td>Jeff Fernangel</td>
<td><a href="mailto:jfernangel@thearcofaurora.org">jfernangel@thearcofaurora.org</a></td>
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<td><a href="mailto:rurorange@gmail.com">rurorange@gmail.com</a></td>
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<td>Susan Spiew</td>
<td><a href="mailto:Sue1960@comcast.net">Sue1960@comcast.net</a></td>
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<td>Nicole Spies</td>
<td><a href="mailto:NStanchek21@gmail.com">NStanchek21@gmail.com</a></td>
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<td>Scott Mizeco</td>
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<td>Arthur Porter</td>
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<td>John Whelchel</td>
<td><a href="mailto:Skieman01@msn.com">Skieman01@msn.com</a></td>
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<td><a href="mailto:gabriellejf@gmail.com">gabriellejf@gmail.com</a></td>
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<td><a href="mailto:yrnufofj@yahoo.com">yrnufofj@yahoo.com</a></td>
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<tr>
<td>Kate Lang</td>
<td><a href="mailto:auntcaise@msn.com">auntcaise@msn.com</a></td>
<td>Y</td>
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<td>Larry Lang</td>
<td><a href="mailto:lclang@live.com">lclang@live.com</a></td>
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<td>Bill Totten</td>
<td><a href="mailto:wetotten@msn.com">wetotten@msn.com</a></td>
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<td>Karen Hancock</td>
<td><a href="mailto:khancock@auroragov.org">khancock@auroragov.org</a></td>
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</tr>
<tr>
<td>Name</td>
<td>Email</td>
<td>Do you live in the neighborhood?</td>
<td>If so, how long have you lived in the neighborhood?</td>
<td>Receive project updates?</td>
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<tr>
<td>Aaron Welsh</td>
<td><a href="mailto:aaronwesli@mac.com">aaronwesli@mac.com</a></td>
<td>Yes</td>
<td>12 years</td>
<td>Yes</td>
</tr>
<tr>
<td>Rachel Hoffman</td>
<td><a href="mailto:rroffman@yahoo.com">rroffman@yahoo.com</a></td>
<td>Yes</td>
<td>12 years</td>
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</tr>
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</tbody>
</table>
The city of Aurora has been evaluating ways to improve walking, biking, and driving in your neighborhood. The project team has developed three alternatives of possible improvements and would like your input. The open house will be a time to review the project materials at your own pace and discuss the alternatives with the project team. Comments from the open house will be used to select the recommended transportation improvements for your neighborhood.

**WHERE?**
Moorhead Recreation Center
2390 Havana St.
Aurora, CO 80010

**WHEN?**
Wednesday, May 9, 2018
Miércoles 9 de mayo de 2018
5 to 7 p.m.
Light snacks will be served. | Se servirán aperitivos ligeros.

**QUESTIONS?**
Anna Bunce:
303.739.7300
AuroraGov.org/NWMobility

**STUDY AREA**
The city of Aurora has been evaluating ways to improve walking, biking, and driving in your neighborhood. The project team has developed three alternatives of possible improvements and would like your input. The open house will be a time to review the project materials at your own pace and discuss the alternatives with the project team. Comments from the open house will be used to select the recommended transportation improvements for your neighborhood.

La ciudad de Aurora está evaluando maneras de mejorar el caminar, andar en bicicleta y conducir en su vecindario. Hemos desarrollado tres alternativas de posibles mejoras y nos gustaría que nos diera su opinión. En esta reunión, puede revisar los materiales del proyecto a su propio ritmo y conversar sobre las alternativas con miembros del equipo del proyecto. Los comentarios de esta reunión se usarán para seleccionar las recomendaciones mejoras al transporte en su vecindario. Se ofrecerá interpretación al español.

**WHEN?**
Wednesday, May 9, 2018
Miércoles 9 de mayo de 2018
5 to 7 p.m.
Light snacks will be served. | Se servirán aperitivos ligeros.

**WHERE?**
Moorhead Recreation Center
2390 Havana St.
Aurora, CO 80010
May 9 open house to showcase mobility study alternatives for feedback

AURORA, Colo. – The city of Aurora is hosting an open house in May to present three alternatives of possible improvements to walking, biking and driving in northwest Aurora.

The Northwest Aurora Mobility Study open house is scheduled from 5 to 7 p.m. May 9 at Moorhead Recreation Center, 2390 Havana St. Light snacks will be served.

Northwest Aurora is experiencing many changes related to development that are impacting the travel patterns to and through the neighborhood. The study, which targets the area bounded by Peoria Street, Montview Boulevard, Westerly Creek Trail and just south of 26th Avenue, is focusing on short-term and mid-term improvements to address these changes.

The open house will provide time for residents to review the project materials and discuss the alternatives with the project team. Comments from the open house will be used to select the recommended transportation improvements for the neighborhood.

The May 9 meeting is the second of three public meetings that will take place during the study process. Study recommendations will be presented to the Aurora City Council in November 2018.

For more information, visit AuroraGov.org/NWMobility or call Anna Bunce at 303.739.7300.

# # #
Which features of Alternative A do you most like? Please list up to three.

- one-way streets
- Need to be less congested with traffic specifically when children coming out of school important is safety for children and parents and in general in those times
- detached sidewalks added (the most amount)
- Clinton St connection to Stanley Marketplace Sidewalk and ped enhancements Bike blvd
- Sidewalk and pedestrian enhancements on Fulton Street Keeping Moline St as motor vehicle priority Discourages cut-through traffic
- That moorhead is still a centerpiece.
- Dedicated bike lane, Moorehead pedestrian zone, Making sidewalks actually usable for those with wheelchairs
- widen sidewalks bike boulevards if signage is honored by motorists. Is there a successful model?
- bicycle and pedestrian activities improved gateways along 25th and 23rd ave
- like narrowing at street intersections shared use on 22 and 25
- bike and ped enhancements
- sidewalks widened shared use paths added eliminating parking
- 25th as a walking destination! bike boulevard on Fulton
- bike lanes widening sidewalks shared use paths on 25th and 22nd
- multiple walking path changes
- dedicated bike lane on 23rd shared use path on 25th
- sidewalks added/widened bike lanes added parking eliminated (one-side)
- sidewalks added bike lanes added
- eliminate fast streets, walking routes, improve bicycle connections
- 4 shared lanes
- Widened sidewalks Bike paths
- sidewalks added and widened, bike lanes and protected bike lanes with the required parking removal to avoid door zone bike lanes
Which features of Alternative A do you most dislike? Please list up to three.

- Shared lane
- shared lane
- I'm sort of confused what Oswego and Fulton connect? They're just kind of in between Moorhead and the Stanley.
- All streets need better sidewalks.
- No bike lane N/S between Havana and Moline walkers/runners need options to the park must address traffic to cross Monvtiew signalized pedestrian
- Neither A nor B accommodate maximum east-west mobility and safety for bicyclists, which is the longest aspect of the neighborhood
- parking eliminated one side causes conflicts with neighbors on opposite side of street does not protect kids walking to Montview on Moline Not balanced for traffic impacts
- not as strong on placemaking as C & B
- Fulton becoming a shared street with bikes - losing parking for those homes Too similar to current configuration
- the best plan, but there should be at least two plazas for people to just relax in
- 22nd as a shared use path
- no enhancements on 23rd - a main walking/biking street
- bike boulevard, Fulton's a main through fair to Stapleton/Northfield
- No great north/south bike lanes (dedicated) this option has nice improvements, but not the level of commitment for foot/bike traffic as Option C
- parking eliminated on one side
- back of sidewalks impacted two-way converted to one-way two-way separated bike lanes added
- parking gone two-way bike lanes
- I live on Iola and do not want to lose parking foot traffic (litter and vandalism) in front of my house
- parking eliminated 48.5
- Concerned that through-traffic would be impeded, need cut-through street(s) to funnel traffic from I-70/Havana at rush hour
- Conversion from two way to one way will only speed up traffic and further degrade the walking and bicycling environment. Also, shared lanes are not good if you don't include traffic calming and diversion of traffic.
Which features of Alternative B do you most like? Please list up to three.

- Moorhead area - pedestrian zones
- ok lets keep working on improving the flow and safety above all
- Neighborhood focus, it is time to stop the sprawl and develop already existing neighborhoods
- Sidewalk/ped enhancements of 25th Ave  23rd Avenue bike lanes  Mainstreet ped zone
- Clinton Main Street pedestrian zone  Alley improvements
- Our house is almost on 23rd ave, and I use it both ways. That it highlights centers of activity by making it easier to get to and interact with them. Fletcher elementary is important to us, and including it would hopefully revitalize it.
- neighborhood placemaking will improve the communities of Westerly Creek Village to Stanley Stanley Market area to East Gate need to be supported to encourage intelligent growth
- stop sign orientation and traffic calming define
- shared lanes on Moline to cut traffic speeds - will traffic control be moved to Montview & Kingston for motor vehicle priority? protects children walking to school
- more statements regarding stop signs  bike/ped enhancements  space/placemaking focus on Stanley
- mainstreet pedestrian area  addition of bike lanes
- the most bike lanes  walking zones on Galena
- sidewalk (walking) enhancements to 25th!  Enhanced south exposure of Stanley Marketplace
- bike lanes  sidewalk and pedestrian enhancements  Clinton Main Street plans for improvement
- Alley enhancements  Lots of options for all (bike, walk, etc.
- sidewalk improvements very important  looks nice
- dedicated north/south bike lane(s)  bike lane on 23rd  Clinton Main Street
- sidewalks added/widened  bike lanes added  parking eliminated (one-side)
- sidewalks widened  bike lanes added
- Retain parking on lola  Minimize changes to parking  23rd bike lanes
- Pedestrian enhancement  Bike enhancements  Select streets (N/W) through streets
- bike lanes, new and improved sidewalks and detached sidewalks
Which features of Alternative B do you most dislike? Please list up to three.

- Motor vehicle priority to Kingston 2-way separated bike lane shared lanes
- motor vehicle priority on Kingston St - Moline Street seems to be established as vehicle priority now, why move?
- I don't own a house that bumps up against moorhead, but I wonder how they will feel about their alley's becoming pedestrian only.
- Poor N/S connections for bikes, runners, pedestrians Bike "shared" lanes sounds scary - I don't think vehicles will honor bike right of way I don't like Galena Street proposal without pedestrian benefits such as including quaint shops and parks and restrooms
- Neither A nor B accommodate maximum east-west mobility and safety for bicyclists, which is the longest aspect of the neighborhood
- don't have any "placemaking" focus east 1/2 of study area
- pushing traffic to Kingston
- Needs more shared use paths and Stanley Marketplace can rot. Those people have enough. More community spaces NOT inexpensive shopping areas, please
- no sidewalk widening on 23rd - this is a main walking/biking street
- Sidewalk enhancements should not be on Lima, more to Moline where driveways already are and street is wide
- I'm indifferent about the focus on Galena Street Historic walk
- parking eliminated on one side
- back of sidewalks impacted two-way converted to one-way two-way separated bike lanes added
- parking gone two-way bike lanes
- if the alleys are eliminated, parking in front of homes is impacted
- parking eliminated
- Shared lanes do not work without the addition of traffic calming and traffic diversion to prioritize walking and biking
Which features of Alternative C do you most like? Please list up to three.

- ok like
- 23 and 25th ave bikeways  22 and 23 one-way streets
- Sidewalk and ped enhancements  motor vehicle priority
- sidewalk and pedestrian enhancements  25th Ave pedestrian boulevard
- Our house is on Lola, and a bike lane all the way through could be nice. My biggest worry would be crossing Montview without a signal.
- Love the one-way streets with bike lanes  Good use of Lima - best street for north south bike connection from Bluff lake south to Colfax and beyond  widen sidewalks
- I really like the accommodation for bicycles with what I consider to be a relatively minor impact on vehicle parking and convenience
- converting 22nd and 23rd ave to one-way streets
- ped and bicycle priority  one-way on 22 and 23  pedestrian 25
- ped boulevard  23rd bikeway  Moorhead
- one-way east west streets  more shared/pedestrian north-south streets  sidewalk pedestrian enhancements
- I like the public art and the emphasis on smooth flows of traffic and connections
- pedestrian parkway on 25th!!
- one-way streets  wider sidewalks on 23rd  pedestrian boulevard on 25th
- large cross walks  pedestrian boulevard
- one-way streets (manages traffic flow)  pedestrian boulevard! - new developments will lead to more foot traffic  Two-way bikeway - this option enhances all features of the community not just one area (Galena)
- sidewalks added/widened  bike lanes added  parking eliminated (one-side)
- ped boulevard  bike lane
- Havana walkway to Moorhead
- Colorado has over 300 days of sun. The option to highlight walking and bikes is the best to discourage driving.
- I live at 25th and Oswego.  25th Avenue as pedestrian boulevard if sidewalks on south side of street are not widened - don't want my yard torn up
- Sidewalks and the elimination of parking to add protected bike lanes
Which features of Alternative C do you most dislike? Please list up to three.

- bike lanes
- one-way streets 2-way separated bikeway Ped blvd of 25th ave
- Converting 2-way streets to one way streets causes confusion for drivers - we want our "route". If one-ways are planned, have them run from Clinton to Peoria, not stopping four blocks in, seems like a waste of resources to convert. 2-way separated bikeway (I'm not a fan of so many bike lanes on main thoroughfares - can't the bike lanes be dedicated on lower volume streets?)
- I use 23rd going both directions, and making it 1 way would for me to change some of my routes. Being able to walk to King Soopers on improved sidewalks on Iola is important to me. I currently drive on 25th ave to get to fitzsimmons station. Will bikes be allowed on the pedestrian boulevard?
- must be able to get to bike lanes crossing Montview some houses on Lima need parking and have no driveways placemaking improves our neighborhoods and needs to be included
- I can't think of anything
- motor vehicle priority does not protect children walking to Montview school where are stoplights to be located on Peoria (all alternatives) to cut down flow into neighborhood?
- traffic control may be difficult on 25th Avenue (but like the idea of it as a pedestrian boulevard)
- That it sacrifices community spaces. Can we have those adjacent to a big bike parking? Also, for emphasizing bike traffic, I don't see a single bike signal
- Addition of one-way streets (impact of speed through neighborhood)
- adding art (extra cost) one-way streets 2-way bikeway
- Maybe have a north/south bike lane closer to Peoria
- one-way streets
- back of sidewalks impacted two-way converted to one-way two-way separated bike lanes added
- separated bike lanes one-way down 22nd and 23rd
- Iola is already very narrow, adding a bike lane will make it worse do not like one-way streets
- parking eliminated
- I worry about Aurora's ability to successfully implement two-way protected bike lanes, there are significant challenges at intersections and I do not think the City is up to the task or to maintain. Why not go with conventional protected bike lanes that are directional with traffic? What is your maintenance plan? Do you have the right size snow removal and sweeping equipment? (No)
Page 2: Alternative A: Balanced Network

Q1 Which features of Alternative A do you most like? Please list up to three.

sidewalks added and widened, bike lanes and protected bike lanes with the required parking removal to avoid door zone bike lanes

Q2 Which features of Alternative A do you most dislike? Please list up to three.

Conversion from two way to one way will only speed up traffic and further degrade the walking and bicycling environment. Also, shared lanes are not good if you don't include traffic calming and diversion of traffic.

Q3 On a scale of 1 to 10, how would you rate Alternative A? (with 1 being the worst and 10 being the best)

36

Page 3: Alternative B: Neighborhood Placemaking Focus

Q4 Which features of Alternative B do you most like? Please list up to three.

bike lanes, new and improved sidewalks and detached sidewalks

Q5 Which features of Alternative B do you most dislike? Please list up to three.

Shared lanes do not work without the addition of traffic calming and traffic diversion to prioritize walking and biking

Q6 On a scale of 1 to 10, how would you rate Alternative B? (with 1 being the worst and 10 being the best)

23

Page 4: Alternative C: Connections Focus

Q7 Which features of Alternative C do you most like? Please list up to three.

Sidewalks and the elimination of parking to add protected bike lanes
Q8 Which features of Alternative C do you most dislike? Please list up to three.

I worry about Aurora's ability to successfully implement two-way protected bike lanes, there are significant challenges at intersections and I do not think the City is up to the task or to maintain. Why not go with conventional protected bike lanes that are directional with traffic? What is your maintenance plan? Do you have the right size snow removal and sweeping equipment? (No)

Q9 On a scale of 1 to 10, how would you rate Alternative C? (with 1 being the worst and 10 being the best) 4

Page 5: Bicycle Facilities

Q10 How comfortable would you be riding each facility type in your neighborhood?

<table>
<thead>
<tr>
<th>Facility Type</th>
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<td>Shared Lane</td>
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<tr>
<td>Bike Lane</td>
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<td>Buffered Bike Lane</td>
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<td>Two-Way Separated Bikeway</td>
<td>Not at all comfortable</td>
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Page 6: Pedestrian Facilities

Q11 Which type of pedestrian facilities would you like to see within the neighborhood? Please select all that apply.

Detached Sidewalks, Pedestrian Boulevard

Page 7: Sidewalk Widening Options

Q12 Please indicate the widening option you prefer.

Option 3: Widen sidewalks on both sides to the inside

Page 8

Q13 Do you live in the Northwest Aurora neighborhood? Yes

Q14 If so, how long have you lived in the neighborhood? forever

Q15 What is the nearest major intersection to you? Respondent skipped this question

Q16 If you would like to receive project updates, please provide you email. Respondent skipped this question
Page 2: Alternative A: Balanced Network

Q1 Which features of Alternative A do you most like? Please list up to three.

- Widened sidewalks
- Bike paths

Q2 Which features of Alternative A do you most dislike? Please list up to three.

Concerned that through-traffic would be impeded, need cut-through street(s) to funnel traffic from I-70/Havana at rush hour

Q3 On a scale of 1 to 10, how would you rate Alternative A? (with 1 being the worst and 10 being the best)

Respondent skipped this question

Page 3: Alternative B: Neighborhood Placemaking Focus

Q4 Which features of Alternative B do you most like? Please list up to three.

- Pedestrian enhancement
- Bike enhancements
- Select streets (N/W) through streets

Q5 Which features of Alternative B do you most dislike? Please list up to three.

Respondent skipped this question

Q6 On a scale of 1 to 10, how would you rate Alternative B? (with 1 being the worst and 10 being the best)

Respondent skipped this question

Page 4: Alternative C: Connections Focus

Q7 Which features of Alternative C do you most like? Please list up to three.

I live at 25th and Oswego.

25th Avenue as pedestrian boulevard if sidewalks on south side of street are not widened - don't want my yard torn up
**Northwest Aurora Mobility Study Alternatives Input Survey**

**Q8** Which features of Alternative C do you most dislike? Please list up to three.
Respondent skipped this question

**Q9** On a scale of 1 to 10, how would you rate Alternative C? (with 1 being the worst and 10 being the best)
100

**Page 5: Bicycle Facilities**

**Q10** How comfortable would you be riding each facility type in your neighborhood?
Respondent skipped this question

**Page 6: Pedestrian Facilities**

**Q11** Which type of pedestrian facilities would you like to see within the neighborhood? Please select all that apply.
Respondent skipped this question

**Page 7: Sidewalk Widening Options**

**Q12** Please indicate the widening option you prefer.
Respondent skipped this question

**Page 8**

**Q13** Do you live in the Northwest Aurora neighborhood?
Yes

**Q14** If so, how long have you lived in the neighborhood?
40+ years

**Q15** What is the nearest major intersection to you?
25th and Peoria

**Q16** If you would like to receive project updates, please provide you email.
Respondent skipped this question
Page 2: Alternative A: Balanced Network

Q1 Which features of Alternative A do you most like? Please list up to three.
4 shared lanes

Q2 Which features of Alternative A do you most dislike? Please list up to three.
parking eliminated 48.5

Q3 On a scale of 1 to 10, how would you rate Alternative A? (with 1 being the worst and 10 being the best)
Respondent skipped this question

Page 3: Alternative B: Neighborhood Placemaking Focus

Q4 Which features of Alternative B do you most like? Please list up to three.
Respondent skipped this question

Q5 Which features of Alternative B do you most dislike? Please list up to three.
parking eliminated

Q6 On a scale of 1 to 10, how would you rate Alternative B? (with 1 being the worst and 10 being the best)
Respondent skipped this question

Page 4: Alternative C: Connections Focus

Q7 Which features of Alternative C do you most like? Please list up to three.
Respondent skipped this question

Q8 Which features of Alternative C do you most dislike? Please list up to three.
parking eliminated
Q9 On a scale of 1 to 10, how would you rate Alternative C? (with 1 being the worst and 10 being the best) 

Respondent skipped this question

Q10 How comfortable would you be riding each facility type in your neighborhood? 

Respondent skipped this question

Q11 Which type of pedestrian facilities would you like to see within the neighborhood? Please select all that apply. 

Respondent skipped this question

Q12 Please indicate the widening option you prefer. 

Respondent skipped this question

Q13 Do you live in the Northwest Aurora neighborhood? 

Yes

Q14 If so, how long have you lived in the neighborhood? 

35 years

Q15 What is the nearest major intersection to you? 

Montview & Havana

Q16 If you would like to receive project updates, please provide your email. 

Respondent skipped this question
Page 2: Alternative A: Balanced Network

Q1 Which features of Alternative A do you most like? Please list up to three. Respondent skipped this question

Q2 Which features of Alternative A do you most dislike? Please list up to three. Respondent skipped this question

Q3 On a scale of 1 to 10, how would you rate Alternative A? (with 1 being the worst and 10 being the best) Respondent skipped this question

Page 3: Alternative B: Neighborhood Placemaking Focus

Q4 Which features of Alternative B do you most like? Please list up to three. Respondent skipped this question

Q5 Which features of Alternative B do you most dislike? Please list up to three. Respondent skipped this question

Q6 On a scale of 1 to 10, how would you rate Alternative B? (with 1 being the worst and 10 being the best) Respondent skipped this question

Page 4: Alternative C: Connections Focus

Q7 Which features of Alternative C do you most like? Please list up to three.

Colorado has over 300 days of sun. The option to highlight walking and bikes is the best to discourage driving.

Q8 Which features of Alternative C do you most dislike? Please list up to three. Respondent skipped this question

Q9 On a scale of 1 to 10, how would you rate Alternative C? (with 1 being the worst and 10 being the best) 100
Q10 How comfortable would you be riding each facility type in your neighborhood?  
Respondent skipped this question

Q11 Which type of pedestrian facilities would you like to see within the neighborhood? Please select all that apply.  
Respondent skipped this question

Q12 Please indicate the widening option you prefer.  
Respondent skipped this question

Q13 Do you live in the Northwest Aurora neighborhood?  
No

Q14 If so, how long have you lived in the neighborhood?  
Respondent skipped this question

Q15 What is the nearest major intersection to you?  
Colfax & Peoria

Q16 If you would like to receive project updates, please provide you email.  
Respondent skipped this question
Q1 Which features of Alternative A do you most like? Please list up to three.

eliminate fast streets, walking routes, improve bicycle connections

Q2 Which features of Alternative A do you most dislike? Please list up to three.

I live on Iola and do not want to lose parking
foot traffic (litter and vandalism) in front of my house

Q3 On a scale of 1 to 10, how would you rate Alternative A? (with 1 being the worst and 10 being the best)

40

Q4 Which features of Alternative B do you most like? Please list up to three.

Retain parking on Iola
Minimize changes to parking
23rd bike lanes

Q5 Which features of Alternative B do you most dislike? Please list up to three.

if the alleys are eliminated, parking in front of homes is impacted

Q6 On a scale of 1 to 10, how would you rate Alternative B? (with 1 being the worst and 10 being the best)

60

Q7 Which features of Alternative C do you most like? Please list up to three.

Havana walkway to Moorhead
Q8 Which features of Alternative C do you most dislike? Please list up to three.

Iola is already very narrow, adding a bike lane will make it worse
Do not like one-way streets

Q9 On a scale of 1 to 10, how would you rate Alternative C? (with 1 being the worst and 10 being the best)

20

Q10 How comfortable would you be riding each facility type in your neighborhood?

Respondent skipped this question

Q11 Which type of pedestrian facilities would you like to see within the neighborhood? Please select all that apply.

Respondent skipped this question

Q12 Please indicate the widening option you prefer.

Respondent skipped this question

Q13 Do you live in the Northwest Aurora neighborhood?

Yes

Q14 If so, how long have you lived in the neighborhood?

40 years

Q15 What is the nearest major intersection to you?

25th and Iola

Q16 If you would like to receive project updates, please provide your email.

Respondent skipped this question
Page 2: Alternative A: Balanced Network

Q1 Which features of Alternative A do you most like? Please list up to three.

sidewalks added
bike lanes added

Q2 Which features of Alternative A do you most dislike? Please list up to three.

parking gone
two-way bike lanes

Q3 On a scale of 1 to 10, how would you rate Alternative A? (with 1 being the worst and 10 being the best) 70

Page 3: Alternative B: Neighborhood Placemaking Focus

Q4 Which features of Alternative B do you most like? Please list up to three.

sidewalks widened
bike lanes added

Q5 Which features of Alternative B do you most dislike? Please list up to three.

parking gone
two-way bike lanes

Q6 On a scale of 1 to 10, how would you rate Alternative B? (with 1 being the worst and 10 being the best) 80

Page 4: Alternative C: Connections Focus

Q7 Which features of Alternative C do you most like? Please list up to three.

ped boulevard
bike lane
Q8 Which features of Alternative C do you most dislike? Please list up to three.

separated bike lanes
one-way down 22nd and 23rd

Q9 On a scale of 1 to 10, how would you rate Alternative C? (with 1 being the worst and 10 being the best)

100

Page 5: Bicycle Facilities

Q10 How comfortable would you be riding each facility type in your neighborhood?

Respondent skipped this question

Page 6: Pedestrian Facilities

Q11 Which type of pedestrian facilities would you like to see within the neighborhood? Please select all that apply.

Respondent skipped this question

Page 7: Sidewalk Widening Options

Q12 Please indicate the widening option you prefer.

Respondent skipped this question

Page 8

Q13 Do you live in the Northwest Aurora neighborhood?

Yes

Q14 If so, how long have you lived in the neighborhood?

30+ years

Q15 What is the nearest major intersection to you?

25th and Moline

Q16 If you would like to receive project updates, please provide your email.

Respondent skipped this question
Page 2: Alternative A: Balanced Network

Q1 Which features of Alternative A do you most like? Please list up to three.

- sidewalks added/widened
- bike lanes added
- parking eliminated (one-side)

Q2 Which features of Alternative A do you most dislike? Please list up to three.

- back of sidewalks impacted
- two-way converted to one-way
- two-way separated bike lanes added

Q3 On a scale of 1 to 10, how would you rate Alternative A? (with 1 being the worst and 10 being the best) 90

Page 3: Alternative B: Neighborhood Placemaking Focus

Q4 Which features of Alternative B do you most like? Please list up to three.

- sidewalks added/widened
- bike lanes added
- parking eliminated (one-side)

Q5 Which features of Alternative B do you most dislike? Please list up to three.

- back of sidewalks impacted
- two-way converted to one-way
- two-way separated bike lanes added

Q6 On a scale of 1 to 10, how would you rate Alternative B? (with 1 being the worst and 10 being the best) 90

Page 4: Alternative C: Connections Focus
Q7 Which features of Alternative C do you most like? Please list up to three.

- sidewalks added/widened
- bike lanes added
- parking eliminated (one-side)

Q8 Which features of Alternative C do you most dislike? Please list up to three.

- back of sidewalks impacted
- two-way converted to one-way
- two-way separated bike lanes added

Q9 On a scale of 1 to 10, how would you rate Alternative C? (with 1 being the worst and 10 being the best)

90

Q10 How comfortable would you be riding each facility type in your neighborhood?

Respondent skipped this question

Q11 Which type of pedestrian facilities would you like to see within the neighborhood? Please select all that apply.

Respondent skipped this question

Q12 Please indicate the widening option you prefer.

Respondent skipped this question

Q13 Do you live in the Northwest Aurora neighborhood?

Yes

Q14 If so, how long have you lived in the neighborhood?

10 years

Q15 What is the nearest major intersection to you?

Montview and Florence
Q16 If you would like to receive project updates, please provide your email.

Respondent skipped this question
Q1 Which features of Alternative A do you most like? Please list up to three. 
Respondent skipped this question

Q2 Which features of Alternative A do you most dislike? Please list up to three. 
parking eliminated on one side 

Q3 On a scale of 1 to 10, how would you rate Alternative A? (with 1 being the worst and 10 being the best) 
10

Q4 Which features of Alternative B do you most like? Please list up to three. 
Respondent skipped this question

Q5 Which features of Alternative B do you most dislike? Please list up to three. 
parking eliminated on one side 

Q6 On a scale of 1 to 10, how would you rate Alternative B? (with 1 being the worst and 10 being the best) 
50

Q7 Which features of Alternative C do you most like? Please list up to three. 
Respondent skipped this question

Q8 Which features of Alternative C do you most dislike? Please list up to three. 
one-way streets 

Q9 On a scale of 1 to 10, how would you rate Alternative C? (with 1 being the worst and 10 being the best) 
10
Page 5: Bicycle Facilities

**Q10** How comfortable would you be riding each facility type in your neighborhood?  
Respondent skipped this question

Page 6: Pedestrian Facilities

**Q11** Which type of pedestrian facilities would you like to see within the neighborhood? Please select all that apply.  
Respondent skipped this question

Page 7: Sidewalk Widening Options

**Q12** Please indicate the widening option you prefer.  
Respondent skipped this question

Page 8

**Q13** Do you live in the Northwest Aurora neighborhood?  
Yes

**Q14** If so, how long have you lived in the neighborhood?  
38 years

**Q15** What is the nearest major intersection to you?  
25th and Kingston

**Q16** If you would like to receive project updates, please provide your email.  
Respondent skipped this question
Q1 Which features of Alternative A do you most like? Please list up to three.

dedicated bike lane on 23rd
shared use path on 25th

Q2 Which features of Alternative A do you most dislike? Please list up to three.

No great north/south bike lanes (dedicated)
this option has nice improvements, but not the level of commitment for foot/bike traffic as Option C

Q3 On a scale of 1 to 10, how would you rate Alternative A? (with 1 being the worst and 10 being the best)  
70

Q4 Which features of Alternative B do you most like? Please list up to three.

dedicated north/south bike lane(s)
bike lane on 23rd
Clinton Main Street

Q5 Which features of Alternative B do you most dislike? Please list up to three.

I'm indifferent about the focus on Galena Street Historic walk

Q6 On a scale of 1 to 10, how would you rate Alternative B? (with 1 being the worst and 10 being the best)  
80
Q7 Which features of Alternative C do you most like? Please list up to three.

one-way streets (manages traffic flow)
pedestrian boulevard! - new developments will lead to more foot traffic
Two-way bikeway - this option enhances all features of the community not just one area (Galena)

Q8 Which features of Alternative C do you most dislike? Please list up to three.

Maybe have a north/south bike lane closer to Peoria

Q9 On a scale of 1 to 10, how would you rate Alternative C? (with 1 being the worst and 10 being the best)

90

Q10 How comfortable would you be riding each facility type in your neighborhood?

Respondent skipped this question

Q11 Which type of pedestrian facilities would you like to see within the neighborhood? Please select all that apply.

Respondent skipped this question

Q12 Please indicate the widening option you prefer.

Respondent skipped this question

Q13 Do you live in the Northwest Aurora neighborhood?

Yes

Q14 If so, how long have you lived in the neighborhood?

<1 year

Q15 What is the nearest major intersection to you?

23rd and Peoria

Q16 If you would like to receive project updates, please provide you email.

Respondent skipped this question
Q1 Which features of Alternative A do you most like? Please list up to three.  
Respondent skipped this question

Q2 Which features of Alternative A do you most dislike? Please list up to three.  
Respondent skipped this question

Q3 On a scale of 1 to 10, how would you rate Alternative A? (with 1 being the worst and 10 being the best)  
30

Q4 Which features of Alternative B do you most like? Please list up to three.  
sidewalk improvements very important  
looks nice

Q5 Which features of Alternative B do you most dislike? Please list up to three.  
Respondent skipped this question

Q6 On a scale of 1 to 10, how would you rate Alternative B? (with 1 being the worst and 10 being the best)  
100

Q7 Which features of Alternative C do you most like? Please list up to three.  
Respondent skipped this question

Q8 Which features of Alternative C do you most dislike? Please list up to three.  
Respondent skipped this question

Q9 On a scale of 1 to 10, how would you rate Alternative C? (with 1 being the worst and 10 being the best)  
70
Northwest Aurora Mobility Study Alternatives Input Survey

Page 5: Bicycle Facilities

Q10 How comfortable would you be riding each facility type in your neighborhood?  
- Respondent skipped this question

Page 6: Pedestrian Facilities

Q11 Which type of pedestrian facilities would you like to see within the neighborhood? Please select all that apply.  
- Respondent skipped this question

Page 7: Sidewalk Widening Options

Q12 Please indicate the widening option you prefer.  
- Respondent skipped this question

Page 8

Q13 Do you live in the Northwest Aurora neighborhood?  Yes

Q14 If so, how long have you lived in the neighborhood?  
- 30+ years

Q15 What is the nearest major intersection to you?  
- 25th and Moline

Q16 If you would like to receive project updates, please provide you email.  
- Respondent skipped this question
Q1 Which features of Alternative A do you most like? Please list up to three.

multiple walking path changes

Q2 Which features of Alternative A do you most dislike? Please list up to three.

bike boulevard, Fulton's a main through fair to Stapleton/Northfield

Q3 On a scale of 1 to 10, how would you rate Alternative A? (with 1 being the worst and 10 being the best)

50

Q4 Which features of Alternative B do you most like? Please list up to three.

Alley enhancements
Lots of options for all (bike, walk, etc.

Q5 Which features of Alternative B do you most dislike? Please list up to three.

Sidewalk enhancements should not be on Lima, more to Moline where driveways already are and street is wide

Q6 On a scale of 1 to 10, how would you rate Alternative B? (with 1 being the worst and 10 being the best)

80

Q7 Which features of Alternative C do you most like? Please list up to three.

large cross walks
pedestrian boulevard
Q8 Which features of Alternative C do you most dislike? Please list up to three.
adding art (extra cost)
one-way streets
2-way bikeway

Q9 On a scale of 1 to 10, how would you rate Alternative C? (with 1 being the worst and 10 being the best)
30

Page 5: Bicycle Facilities

Q10 How comfortable would you be riding each facility type in your neighborhood?
Respondent skipped this question

Page 6: Pedestrian Facilities

Q11 Which type of pedestrian facilities would you like to see within the neighborhood? Please select all that apply.
Respondent skipped this question

Page 7: Sidewalk Widening Options

Q12 Please indicate the widening option you prefer.
Respondent skipped this question

Page 8

Q13 Do you live in the Northwest Aurora neighborhood?
Yes

Q14 If so, how long have you lived in the neighborhood?
30+ years

Q15 What is the nearest major intersection to you?
Montview and Moline

Q16 If you would like to receive project updates, please provide you email.
Respondent skipped this question
#12

**Collector:** Web Link 2 (Web Link)

**Started:** Friday, May 11, 2018 8:58:18 AM

**Last Modified:** Friday, May 11, 2018 9:00:43 AM

**Time Spent:** 00:02:25

**IP Address:** 209.210.213.114

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**Page 2: Alternative A: Balanced Network**

**Q1** Which features of Alternative A do you most like? Please list up to three.

- bike lanes
- widening sidewalks
- shared use paths on 25th and 22nd

**Q2** Which features of Alternative A do you most dislike? Please list up to three.

- no enhancements on 23rd - a main walking/biking street

**Q3** On a scale of 1 to 10, how would you rate Alternative A? (with 1 being the worst and 10 being the best)

- 70

---

**Page 3: Alternative B: Neighborhood Placemaking Focus**

**Q4** Which features of Alternative B do you most like? Please list up to three.

- bike lanes
- sidewalk and pedestrian enhancements
- Clinton Main Street plans for improvement

**Q5** Which features of Alternative B do you most dislike? Please list up to three.

- no sidewalk widening on 23rd - this is a main walking/biking street

**Q6** On a scale of 1 to 10, how would you rate Alternative B? (with 1 being the worst and 10 being the best)

- 70

---

**Page 4: Alternative C: Connections Focus**
Q7 Which features of Alternative C do you most like? Please list up to three.

- one-way streets
- wider sidewalks on 23rd
- pedestrian boulevard on 25th

Q8 Which features of Alternative C do you most dislike? Please list up to three.

Respondent skipped this question

Q9 On a scale of 1 to 10, how would you rate Alternative C? (with 1 being the worst and 10 being the best)

100

Q10 How comfortable would you be riding each facility type in your neighborhood?

Respondent skipped this question

Q11 Which type of pedestrian facilities would you like to see within the neighborhood? Please select all that apply.

Respondent skipped this question

Q12 Please indicate the widening option you prefer.

Respondent skipped this question

Q13 Do you live in the Northwest Aurora neighborhood?

Yes

Q14 If so, how long have you lived in the neighborhood?

2 years

Q15 What is the nearest major intersection to you?

23rd and Geneva

Q16 If you would like to receive project updates, please provide you email.

Respondent skipped this question
Page 2: Alternative A: Balanced Network

Q1 Which features of Alternative A do you most like? Please list up to three.
25th as a walking destination!
bike boulevard on Fulton

Q2 Which features of Alternative A do you most dislike? Please list up to three.
22nd as a shared use path

Q3 On a scale of 1 to 10, how would you rate Alternative A? (with 1 being the worst and 10 being the best) 10

Page 3: Alternative B: Neighborhood Placemaking Focus

Q4 Which features of Alternative B do you most like? Please list up to three.
sidewalk (walking) enhancements to 25th!
Enhanced south exposure of Stanley Marketplace

Q5 Which features of Alternative B do you most dislike? Please list up to three.
Respondent skipped this question

Q6 On a scale of 1 to 10, how would you rate Alternative B? (with 1 being the worst and 10 being the best) 90

Page 4: Alternative C: Connections Focus

Q7 Which features of Alternative C do you most like? Please list up to three.
pedestrian parkway on 25th!!
Q8 Which features of Alternative C do you most dislike? Please list up to three.
Addition of one-way streets (impact of speed through neighborhood)

Q9 On a scale of 1 to 10, how would you rate Alternative C? (with 1 being the worst and 10 being the best)  
60

Q10 How comfortable would you be riding each facility type in your neighborhood?  
Respondent skipped this question

Q11 Which type of pedestrian facilities would you like to see within the neighborhood? Please select all that apply.  
Respondent skipped this question

Q12 Please indicate the widening option you prefer.  
Respondent skipped this question

Q13 Do you live in the Northwest Aurora neighborhood?  
Yes

Q14 If so, how long have you lived in the neighborhood?  
6 years

Q15 What is the nearest major intersection to you?  
22nd and Geneva

Q16 If you would like to receive project updates, please provide you email.  
Respondent skipped this question
Page 2: Alternative A: Balanced Network

Q1 Which features of Alternative A do you most like? Please list up to three.

- Sidewalks widened
- Shared use paths added
- Eliminating parking

Q2 Which features of Alternative A do you most dislike? Please list up to three.

- The best plan, but there should be at least two plazas for people to just relax in

Q3 On a scale of 1 to 10, how would you rate Alternative A? (with 1 being the worst and 10 being the best)

    70

Page 3: Alternative B: Neighborhood Placemaking Focus

Q4 Which features of Alternative B do you most like? Please list up to three.

- The most bike lanes
- Walking zones on Galena

Q5 Which features of Alternative B do you most dislike? Please list up to three.

- Needs more shared use paths and Stanley Marketplace can rot. Those people have enough. More community spaces NOT inexpensive shopping areas, please

Q6 On a scale of 1 to 10, how would you rate Alternative B? (with 1 being the worst and 10 being the best)

    60

Page 4: Alternative C: Connections Focus

Q7 Which features of Alternative C do you most like? Please list up to three.

- I like the public art and the emphasis on smooth flows of traffic and connections
Q8 Which features of Alternative C do you most dislike? Please list up to three.

That it sacrifices community spaces. Can we have those adjacent to a big bike parking? Also, for emphasizing bike traffic, I don't see a single bike signal.

Q9 On a scale of 1 to 10, how would you rate Alternative C? (with 1 being the worst and 10 being the best) 50

Page 5: Bicycle Facilities

Q10 How comfortable would you be riding each facility type in your neighborhood? Respondent skipped this question

Page 6: Pedestrian Facilities

Q11 Which type of pedestrian facilities would you like to see within the neighborhood? Please select all that apply. Respondent skipped this question

Page 7: Sidewalk Widening Options

Q12 Please indicate the widening option you prefer. Respondent skipped this question

Page 8

Q13 Do you live in the Northwest Aurora neighborhood? No

Q14 If so, how long have you lived in the neighborhood?

I have worked here for 5 years

Q15 What is the nearest major intersection to you?

Montview & Havana

Q16 If you would like to receive project updates, please provide you email. Respondent skipped this question
Q1 Which features of Alternative A do you most like? Please list up to three.
Respondent skipped this question

Q2 Which features of Alternative A do you most dislike? Please list up to three.
Fulton becoming a shared street with bikes - losing parking for those homes
Too similar to current configuration

Q3 On a scale of 1 to 10, how would you rate Alternative A? (with 1 being the worst and 10 being the best) 30

Page 3: Alternative B: Neighborhood Placemaking Focus

Q4 Which features of Alternative B do you most like? Please list up to three.
mainstreet pedestrian area
addition of bike lanes

Q5 Which features of Alternative B do you most dislike? Please list up to three.
pushing traffic to Kingston

Q6 On a scale of 1 to 10, how would you rate Alternative B? (with 1 being the worst and 10 being the best) 70

Page 4: Alternative C: Connections Focus

Q7 Which features of Alternative C do you most like? Please list up to three.
one-way east west streets
more shared/pedestrian north-south streets
sidewalk pedestrian enhancements
Q8 Which features of Alternative C do you most dislike? Please list up to three.

traffic control may be difficult on 25th Avenue (but like the idea of it as a pedestrian boulevard)

Q9 On a scale of 1 to 10, how would you rate Alternative C? (with 1 being the worst and 10 being the best)

90

Q10 How comfortable would you be riding each facility type in your neighborhood?

Respondent skipped this question

Q11 Which type of pedestrian facilities would you like to see within the neighborhood? Please select all that apply.

Respondent skipped this question

Q12 Please indicate the widening option you prefer.

Respondent skipped this question

Q13 Do you live in the Northwest Aurora neighborhood?

Yes

Q14 If so, how long have you lived in the neighborhood?

6 months

Q15 What is the nearest major intersection to you?

25th Drive and Iola

Q16 If you would like to receive project updates, please provide you email.

Respondent skipped this question
Page 2: Alternative A: Balanced Network

Q1 Which features of Alternative A do you most like? Please list up to three.

bike and ped enhancements

Q2 Which features of Alternative A do you most dislike? Please list up to three.

not as strong on placemaking as C & B

Q3 On a scale of 1 to 10, how would you rate Alternative A? (with 1 being the worst and 10 being the best)

60

Page 3: Alternative B: Neighborhood Placemaking Focus

Q4 Which features of Alternative B do you most like? Please list up to three.

more statements regarding stop signs
bike/ped enhancements
space/placemaking focus on Stanley

Q5 Which features of Alternative B do you most dislike? Please list up to three.

Respondent skipped this question

Q6 On a scale of 1 to 10, how would you rate Alternative B? (with 1 being the worst and 10 being the best)

80

Page 4: Alternative C: Connections Focus

Q7 Which features of Alternative C do you most like? Please list up to three.

ped boulevard
23rd bikeway
Moorhead
Q8 Which features of Alternative C do you most dislike?  Please list up to three.  Respondent skipped this question

Q9 On a scale of 1 to 10, how would you rate Alternative C? (with 1 being the worst and 10 being the best)  100

Page 5: Bicycle Facilities

Q10 How comfortable would you be riding each facility type in your neighborhood?  Respondent skipped this question

Page 6: Pedestrian Facilities

Q11 Which type of pedestrian facilities would you like to see within the neighborhood? Please select all that apply.  Respondent skipped this question

Page 7: Sidewalk Widening Options

Q12 Please indicate the widening option you prefer.  Respondent skipped this question

Page 8

Q13 Do you live in the Northwest Aurora neighborhood?  Yes

Q14 If so, how long have you lived in the neighborhood?  12 years

Q15 What is the nearest major intersection to you?  22nd and Ironton

Q16 If you would like to receive project updates, please provide you email.  Respondent skipped this question
Q1 Which features of Alternative A do you most like? Please list up to three.

like narrowing at street intersections
shared use on 22 and 25

Q2 Which features of Alternative A do you most dislike? Please list up to three.

parking eliminated one side causes conflicts with neighbors on opposite side of street
does not protect kids walking to Montview on Moline
Not balanced for traffic impacts

Q3 On a scale of 1 to 10, how would you rate Alternative A? (with 1 being the worst and 10 being the best)
30

Q4 Which features of Alternative B do you most like? Please list up to three.

shared lanes on Moline to cut traffic speeds - will traffic control be moved to Montview & Kingston for motor vehicle priority?
protects children walking to school

Q5 Which features of Alternative B do you most dislike? Please list up to three.

don't have any "placemaking" focus east 1/2 of study area

Q6 On a scale of 1 to 10, how would you rate Alternative B? (with 1 being the worst and 10 being the best)
80
Q7 Which features of Alternative C do you most like? Please list up to three.

ped and bicycle priority
one-way on 22 and 23
pedestrian 25

Q8 Which features of Alternative C do you most dislike? Please list up to three.

motor vehicle priority does not protect children walking to Montview school
where are stoplights to be located on Peoria (all alternatives) to cut down flow into neighborhood?

Q9 On a scale of 1 to 10, how would you rate Alternative C? (with 1 being the worst and 10 being the best)

10

Q10 How comfortable would you be riding each facility type in your neighborhood?

Respondent skipped this question

Q11 Which type of pedestrian facilities would you like to see within the neighborhood? Please select all that apply.

Respondent skipped this question

Q12 Please indicate the widening option you prefer.

Respondent skipped this question

Q13 Do you live in the Northwest Aurora neighborhood? Yes

Q14 If so, how long have you lived in the neighborhood?

40 years

Q15 What is the nearest major intersection to you?

25th and Moline
Q16 If you would like to receive project updates, please provide your email.

Respondent skipped this question
Page 2: Alternative A: Balanced Network

Q1 Which features of Alternative A do you most like? Please list up to three.

bicycle and pedestrian activities
improved gateways along 25th and 23rd ave

Q2 Which features of Alternative A do you most dislike? Respondent skipped this question

Please list up to three.

Q3 On a scale of 1 to 10, how would you rate Alternative A? (with 1 being the worst and 10 being the best) 90

Page 3: Alternative B: Neighborhood Placemaking Focus

Q4 Which features of Alternative B do you most like? Please list up to three.

stop sign orientation and traffic calming define

Q5 Which features of Alternative B do you most dislike? Respondent skipped this question

Please list up to three.

Q6 On a scale of 1 to 10, how would you rate Alternative B? (with 1 being the worst and 10 being the best) 80

Page 4: Alternative C: Connections Focus

Q7 Which features of Alternative C do you most like? Please list up to three.

converting 22nd and 23rd ave to one-way streets

Q8 Which features of Alternative C do you most dislike? Respondent skipped this question

Please list up to three.
Q9 On a scale of 1 to 10, how would you rate Alternative C? (with 1 being the worst and 10 being the best)  

100

Page 5: Bicycle Facilities

Q10 How comfortable would you be riding each facility type in your neighborhood?  

Respondent skipped this question

Page 6: Pedestrian Facilities

Q11 Which type of pedestrian facilities would you like to see within the neighborhood? Please select all that apply.  

Respondent skipped this question

Page 7: Sidewalk Widening Options

Q12 Please indicate the widening option you prefer.  

Respondent skipped this question

Page 8

Q13 Do you live in the Northwest Aurora neighborhood?  

Yes

Q14 If so, how long have you lived in the neighborhood?  

9 years

Q15 What is the nearest major intersection to you?  

23rd and Elmira St

Q16 If you would like to receive project updates, please provide your email.  

Respondent skipped this question
Page 2: Alternative A: Balanced Network

Q1 Which features of Alternative A do you most like? Please list up to three.
Respondent skipped this question

Q2 Which features of Alternative A do you most dislike? Please list up to three.
Neither A nor B accommodate maximum east-west mobility and safety for bicyclists, which is the longest aspect of the neighborhood

Q3 On a scale of 1 to 10, how would you rate Alternative A? (with 1 being the worst and 10 being the best)
70

Page 3: Alternative B: Neighborhood Placemaking Focus

Q4 Which features of Alternative B do you most like? Please list up to three.
Respondent skipped this question

Q5 Which features of Alternative B do you most dislike? Please list up to three.
Neither A nor B accommodate maximum east-west mobility and safety for bicyclists, which is the longest aspect of the neighborhood

Q6 On a scale of 1 to 10, how would you rate Alternative B? (with 1 being the worst and 10 being the best)
70

Page 4: Alternative C: Connections Focus

Q7 Which features of Alternative C do you most like? Please list up to three.
I really like the accommodation for bicycles with what I consider to be a relatively minor impact on vehicle parking and convenience

Q8 Which features of Alternative C do you most dislike? Please list up to three.
I can't think of anything
Q9 On a scale of 1 to 10, how would you rate Alternative C? (with 1 being the worst and 10 being the best) 90

Page 5: Bicycle Facilities

Q10 How comfortable would you be riding each facility type in your neighborhood? Respondent skipped this question

Page 6: Pedestrian Facilities

Q11 Which type of pedestrian facilities would you like to see within the neighborhood? Please select all that apply. Respondent skipped this question

Page 7: Sidewalk Widening Options

Q12 Please indicate the widening option you prefer. Respondent skipped this question

Page 8

Q13 Do you live in the Northwest Aurora neighborhood? Yes

Q14 If so, how long have you lived in the neighborhood? 12 years

Q15 What is the nearest major intersection to you? Montview & Havana

Q16 If you would like to receive project updates, please provide you email. Respondent skipped this question
Page 2: Alternative A: Balanced Network

**Q1** Which features of Alternative A do you most like? Please list up to three.

- Widen sidewalks
- Bike boulevards if signage is honored by motorists. Is there a successful model?

**Q2** Which features of Alternative A do you most dislike? Please list up to three.

- No bike lane N/S between Havana and Moline
- Walkers/runners need options to the park
- Must address traffic to cross Monvtiew signalized pedestrian

**Q3** On a scale of 1 to 10, how would you rate Alternative A? (with 1 being the worst and 10 being the best)

40

Page 3: Alternative B: Neighborhood Placemaking Focus

**Q4** Which features of Alternative B do you most like? Please list up to three.

- Neighborhood placemaking will improve the communities of Westerly Creek Village to Stanley
- Stanley Market area to East Gate need to be supported to encourage intelligent growth

**Q5** Which features of Alternative B do you most dislike? Please list up to three.

- Poor N/S connections for bikes, runners, pedestrians
- Bike "shared" lanes sounds scary - I don't think vehicles will honor bike right of way
- I don't like Galena Street proposal without pedestrian benefits such as including quaint shops and parks and restrooms

**Q6** On a scale of 1 to 10, how would you rate Alternative B? (with 1 being the worst and 10 being the best)

60

Page 4: Alternative C: Connections Focus
Q7 Which features of Alternative C do you most like? Please list up to three.

Love the one-way streets with bike lanes
Good use of Lima - best street for north south bike connection from Bluff lake south to Colfax and beyond widen sidewalks

Q8 Which features of Alternative C do you most dislike? Please list up to three.

must be able to get to bike lanes crossing Montview
some houses on Lima need parking and have no driveways
placemaking improves our neighborhoods and needs to be included

Q9 On a scale of 1 to 10, how would you rate Alternative C? (with 1 being the worst and 10 being the best) 90

Q10 How comfortable would you be riding each facility type in your neighborhood? Respondent skipped this question

Q11 Which type of pedestrian facilities would you like to see within the neighborhood? Please select all that apply. Respondent skipped this question

Q12 Please indicate the widening option you prefer. Respondent skipped this question

Q13 Do you live in the Northwest Aurora neighborhood? No

Q14 If so, how long have you lived in the neighborhood? 1 year

Q15 What is the nearest major intersection to you? 17th and Lima
Q16 If you would like to receive project updates, please provide your email.

Respondent skipped this question
Page 2: Alternative A: Balanced Network

Q1 Which features of Alternative A do you most like? Please list up to three.
That moorhead is still a centerpiece.

Q2 Which features of Alternative A do you most dislike? Please list up to three.
I'm sort of confused what Oswego and Fulton connect? They're just kind of in between Moorhead and the Stanley.

Q3 On a scale of 1 to 10, how would you rate Alternative A? (with 1 being the worst and 10 being the best)
1

Page 3: Alternative B: Neighborhood Placemaking Focus

Q4 Which features of Alternative B do you most like? Please list up to three.
Our house is almost on 23rd ave, and I use it both ways.
That it highlights centers of activity by making it easier to get to and interact with them.
Fletcher elementary is important to us, and including it would hopefully revitalize it.

Q5 Which features of Alternative B do you most dislike? Please list up to three.
I don't own a house that bumps up against moorhead, but I wonder how they will feel about their alley's becoming pedestrian only.

Q6 On a scale of 1 to 10, how would you rate Alternative B? (with 1 being the worst and 10 being the best)
100

Page 4: Alternative C: Connections Focus

Q7 Which features of Alternative C do you most like? Please list up to three.
Our house is on Iola, and a bike lane all the way through could be nice. My biggest worry would be crossing Montview without a signal.
Q8 Which features of Alternative C do you most dislike? Please list up to three.

I use 23rd going both directions, and making it 1 way would for me to change some of my routes.
Being able to walk to King Soopers on improved sidewalks on Iola is important to me.
I currently drive on 25th ave to get to fitzsimmons station. Will bikes be allowed on the pedestrian boulevard?

Q9 On a scale of 1 to 10, how would you rate Alternative C? (with 1 being the worst and 10 being the best)

32

Page 5: Bicycle Facilities

Q10 How comfortable would you be riding each facility type in your neighborhood?

<table>
<thead>
<tr>
<th>Facility Type</th>
<th>Comfort Level</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shared Lane</td>
<td>Uncomfortable</td>
</tr>
<tr>
<td>Bike Lane</td>
<td>Comfortable</td>
</tr>
<tr>
<td>Buffered Bike Lane</td>
<td>Very comfortable</td>
</tr>
<tr>
<td>Bike Boulevard</td>
<td>Comfortable</td>
</tr>
<tr>
<td>Two-Way Separated Bikeway</td>
<td>Very comfortable</td>
</tr>
</tbody>
</table>

Page 6: Pedestrian Facilities

Q11 Which type of pedestrian facilities would you like to see within the neighborhood? Please select all that apply.

- Main Street Pedestrian Zone
- Detached Sidewalks
- Shared Use Path
- Pedestrian Boulevard

Page 7: Sidewalk Widening Options

Q12 Please indicate the widening option you prefer.

- Option 2: Widen sidewalk on one side to the outside

Page 8

Q13 Do you live in the Northwest Aurora neighborhood?

Yes

Q14 If so, how long have you lived in the neighborhood?

7 months
**Q15** What is the nearest major intersection to you?

23rd and Iola

**Q16** If you would like to receive project updates, please provide you email.

neight.allen@gmail.com
Page 2: Alternative A: Balanced Network

Q1 Which features of Alternative A do you most like? Please list up to three.
Dedicated bike lane, Moorehead pedestrian zone, Making sidewalks actually usable for those with wheelchairs

Q2 Which features of Alternative A do you most dislike? Please list up to three.
All streets need better sidewalks.

Q3 On a scale of 1 to 10, how would you rate Alternative A? (with 1 being the worst and 10 being the best)
100

Page 3: Alternative B: Neighborhood Placemaking Focus

Q4 Which features of Alternative B do you most like?
Respondent skipped this question

Q5 Which features of Alternative B do you most dislike?
Respondent skipped this question

Q6 On a scale of 1 to 10, how would you rate Alternative B? (with 1 being the worst and 10 being the best)
Respondent skipped this question

Page 4: Alternative C: Connections Focus

Q7 Which features of Alternative C do you most like?
Respondent skipped this question

Q8 Which features of Alternative C do you most dislike?
Respondent skipped this question

Q9 On a scale of 1 to 10, how would you rate Alternative C? (with 1 being the worst and 10 being the best)
Respondent skipped this question
Northwest Aurora Mobility Study Alternatives Input Survey

Page 5: Bicycle Facilities

**Q10** How comfortable would you be riding each facility type in your neighborhood?

<table>
<thead>
<tr>
<th>Facility Type</th>
<th>Comfort Level</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shared Lane</td>
<td>Not at all comfortable</td>
</tr>
<tr>
<td>Bike Lane</td>
<td>Comfortable</td>
</tr>
<tr>
<td>Buffered Bike Lane</td>
<td>Comfortable</td>
</tr>
<tr>
<td>Bike Boulevard</td>
<td>Very comfortable</td>
</tr>
<tr>
<td>Two-Way Separated Bikeway</td>
<td>Very comfortable</td>
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Page 6: Pedestrian Facilities

**Q11** Which type of pedestrian facilities would you like to see within the neighborhood? Please select all that apply.

- Pedestrian Boulevard

Page 7: Sidewalk Widening Options

**Q12** Please indicate the widening option you prefer.

- Option 1: Widen sidewalks on both sides to the outside

Page 8

**Q13** Do you live in the Northwest Aurora neighborhood?  
Yes

**Q14** If so, how long have you lived in the neighborhood?

6 months

**Q15** What is the nearest major intersection to you?

23rd and Iola

**Q16** If you would like to receive project updates, please provide your email.

laurasellers@gmail.com
Page 2: Alternative A: Balanced Network

Q1 Which features of Alternative A do you most like? Please list up to three.  
Respondent skipped this question

Q2 Which features of Alternative A do you most dislike? Please list up to three.  
Respondent skipped this question

Q3 On a scale of 1 to 10, how would you rate Alternative A? (with 1 being the worst and 10 being the best)  
62

Page 3: Alternative B: Neighborhood Placemaking Focus

Q4 Which features of Alternative B do you most like? Please list up to three.  
Respondent skipped this question

Q5 Which features of Alternative B do you most dislike? Please list up to three.  
Respondent skipped this question

Q6 On a scale of 1 to 10, how would you rate Alternative B? (with 1 being the worst and 10 being the best)  
100

Page 4: Alternative C: Connections Focus

Q7 Which features of Alternative C do you most like? Please list up to three.  
Respondent skipped this question

Q8 Which features of Alternative C do you most dislike? Please list up to three.  
Respondent skipped this question

Q9 On a scale of 1 to 10, how would you rate Alternative C? (with 1 being the worst and 10 being the best)  
100

Page 5: Bicycle Facilities
Q10 How comfortable would you be riding each facility type in your neighborhood?

- Shared Lane: Uncomfortable
- Bike Lane: Uncomfortable
- Buffered Bike Lane: Comfortable
- Bike Boulevard: Very comfortable
- Two-Way Separated Bikeway: Very comfortable

Q11 Which type of pedestrian facilities would you like to see within the neighborhood? Please select all that apply.

- Main Street Pedestrian Zone
- Detached Sidewalks
- Shared Use Path
- Pedestrian Boulevard

Q12 Please indicate the widening option you prefer.

- Option 3: Widen sidewalks on both sides to the inside

Q13 Do you live in the Northwest Aurora neighborhood?

- Yes

Q14 If so, how long have you lived in the neighborhood?

- 3.5 years

Q15 What is the nearest major intersection to you?

- 23 and Geneva

Q16 If you would like to receive project updates, please provide your email.

- Aaronjamesharris@gmail.com
Q1 Which features of Alternative A do you most like? Please list up to three.

Sidewalk and pedestrian enhancements on Fulton Street
Keeping Moline St as motor vehicle priority
Discourages cut-through traffic

Q2 Which features of Alternative A do you most dislike? Please list up to three.

shared lane

Q3 On a scale of 1 to 10, how would you rate Alternative A? (with 1 being the worst and 10 being the best) 60

Q4 Which features of Alternative B do you most like? Please list up to three.

Clinton Main Street pedestrian zone
Alley improvements

Q5 Which features of Alternative B do you most dislike? Please list up to three.

motor vehicle priority on Kingston St - Moline Street seems to be established as vehicle priority now, why move?

Q6 On a scale of 1 to 10, how would you rate Alternative B? (with 1 being the worst and 10 being the best) 80

Q7 Which features of Alternative C do you most like? Please list up to three.

sidewalk and pedestrian enhancements
25th Ave pedestrian boulevard
Q8 Which features of Alternative C do you most dislike? Please list up to three.

Converting 2-way streets to one way streets causes confusion for drivers - we want our "route". If one-ways are planned, have them run from Clinton to Peoria, not stopping four blocks in, seems like a waste of resources to convert.
2-way separated bikeway (I'm not a fan of so many bike lanes on main thoroughfares - can't the bike lanes be dedicated on lower volume streets?)

Q9 On a scale of 1 to 10, how would you rate Alternative C? (with 1 being the worst and 10 being the best)

50

Page 5: Bicycle Facilities

Q10 How comfortable would you be riding each facility type in your neighborhood?

Respondent skipped this question

Page 6: Pedestrian Facilities

Q11 Which type of pedestrian facilities would you like to see within the neighborhood? Please select all that apply.

Respondent skipped this question

Page 7: Sidewalk Widening Options

Q12 Please indicate the widening option you prefer.

Respondent skipped this question

Page 8

Q13 Do you live in the Northwest Aurora neighborhood? Yes

Q14 If so, how long have you lived in the neighborhood?

10 months

Q15 What is the nearest major intersection to you?

25th and Fulton

Q16 If you would like to receive project updates, please provide your email.

Respondent skipped this question
Page 2: Alternative A: Balanced Network

Q1 Which features of Alternative A do you most like? Please list up to three.

- Clinton St connection to Stanley Marketplace
- Sidewalk and ped enhancements
- Bike blvd

Q2 Which features of Alternative A do you most dislike? Please list up to three.

- Shared lane

Q3 On a scale of 1 to 10, how would you rate Alternative A? (with 1 being the worst and 10 being the best)

90

Page 3: Alternative B: Neighborhood Placemaking Focus

Q4 Which features of Alternative B do you most like? Please list up to three.

- Sidewalk/ped enhancements of 25th Ave
- 23rd Avenue bike lanes
- Mainstreet ped zone

Q5 Which features of Alternative B do you most dislike? Please list up to three.

- Motor vehicle priority to Kingston
- 2-way separated bike lane
- shared lanes

Q6 On a scale of 1 to 10, how would you rate Alternative B? (with 1 being the worst and 10 being the best)

70

Page 4: Alternative C: Connections Focus
Q7 Which features of Alternative C do you most like? Please list up to three.

Sidewalk and pedal enhancements
motor vehicle priority

Q8 Which features of Alternative C do you most dislike? Please list up to three.

one-way streets
2-way separated bikeway
Ped blvd of 25th ave

Q9 On a scale of 1 to 10, how would you rate Alternative C? (with 1 being the worst and 10 being the best) 30

Q10 How comfortable would you be riding each facility type in your neighborhood? Respondent skipped this question

Q11 Which type of pedestrian facilities would you like to see within the neighborhood? Please select all that apply. Respondent skipped this question

Q12 Please indicate the widening option you prefer. Respondent skipped this question

Q13 Do you live in the Northwest Aurora neighborhood? Yes

Q14 If so, how long have you lived in the neighborhood?
1 year

Q15 What is the nearest major intersection to you?
25th and Fulton
Q16 If you would like to receive project updates, please provide your email.  

Respondent skipped this question
Q1 Which features of Alternative A do you most like? Please list up to three.

detached sidewalks added (the most amount)

Q2 Which features of Alternative A do you most dislike? Please list up to three.

Respondent skipped this question

Q3 On a scale of 1 to 10, how would you rate Alternative A? (with 1 being the worst and 10 being the best)

60

Page 3: Alternative B: Neighborhood Placemaking Focus

Q4 Which features of Alternative B do you most like? Please list up to three.

Neighborhood focus, it is time to stop the sprawl and develop already existing neighborhoods

Q5 Which features of Alternative B do you most dislike? Please list up to three.

Respondent skipped this question

Q6 On a scale of 1 to 10, how would you rate Alternative B? (with 1 being the worst and 10 being the best)

90

Page 4: Alternative C: Connections Focus

Q7 Which features of Alternative C do you most like? Please list up to three.

23 and 25th ave bikeways
22 and 23 one-way streets

Q8 Which features of Alternative C do you most dislike? Please list up to three.

Respondent skipped this question
Q9 On a scale of 1 to 10, how would you rate Alternative C? (with 1 being the worst and 10 being the best)  

70

Q10 How comfortable would you be riding each facility type in your neighborhood?  

Respondent skipped this question

Q11 Which type of pedestrian facilities would you like to see within the neighborhood? Please select all that apply.  

Respondent skipped this question

Q12 Please indicate the widening option you prefer.  

Respondent skipped this question

Q13 Do you live in the Northwest Aurora neighborhood?  

No

Q14 If so, how long have you lived in the neighborhood?  

Respondent skipped this question

Q15 What is the nearest major intersection to you?  

Mississippi and Chambers

Q16 If you would like to receive project updates, please provide you email.  

Respondent skipped this question
Page 2: Alternative A: Balanced Network

Q1 Which features of Alternative A do you most like? Please list up to three.
Need to be less congested with traffic specifically when children coming out of school important is safety for children and parents and in general in those times

Q2 Which features of Alternative A do you most dislike? Please list up to three.
Respondent skipped this question

Q3 On a scale of 1 to 10, how would you rate Alternative A? (with 1 being the worst and 10 being the best)
50

Page 3: Alternative B: Neighborhood Placemaking Focus

Q4 Which features of Alternative B do you most like? Please list up to three.
ok lets keep working on improving the flow and safety above all

Q5 Which features of Alternative B do you most dislike? Please list up to three.
Respondent skipped this question

Q6 On a scale of 1 to 10, how would you rate Alternative B? (with 1 being the worst and 10 being the best)
90

Page 4: Alternative C: Connections Focus

Q7 Which features of Alternative C do you most like? Please list up to three.
ok like

Q8 Which features of Alternative C do you most dislike? Please list up to three.
Respondent skipped this question
Q9 On a scale of 1 to 10, how would you rate Alternative C? (with 1 being the worst and 10 being the best) 80

Page 5: Bicycle Facilities

Q10 How comfortable would you be riding each facility type in your neighborhood? Respondent skipped this question

Page 6: Pedestrian Facilities

Q11 Which type of pedestrian facilities would you like to see within the neighborhood? Please select all that apply. Respondent skipped this question

Page 7: Sidewalk Widening Options

Q12 Please indicate the widening option you prefer. Respondent skipped this question

Page 8

Q13 Do you live in the Northwest Aurora neighborhood? No

Q14 If so, how long have you lived in the neighborhood? Respondent skipped this question

Q15 What is the nearest major intersection to you?
Montview & Havana

Q16 If you would like to receive project updates, please provide you email. Respondent skipped this question
Page 2: Alternative A: Balanced Network

Q1 Which features of Alternative A do you most like? Please list up to three.

one-way streets

Q2 Which features of Alternative A do you most dislike? Please list up to three.

Respondent skipped this question

Q3 On a scale of 1 to 10, how would you rate Alternative A? (with 1 being the worst and 10 being the best)

70

Page 3: Alternative B: Neighborhood Placemaking Focus

Q4 Which features of Alternative B do you most like? Please list up to three.

Moorhead area - pedestrian zones

Q5 Which features of Alternative B do you most dislike? Please list up to three.

Respondent skipped this question

Q6 On a scale of 1 to 10, how would you rate Alternative B? (with 1 being the worst and 10 being the best)

90

Page 4: Alternative C: Connections Focus

Q7 Which features of Alternative C do you most like? Please list up to three.

Respondent skipped this question

Q8 Which features of Alternative C do you most dislike? Please list up to three.

bike lanes

Q9 On a scale of 1 to 10, how would you rate Alternative C? (with 1 being the worst and 10 being the best)

40
Page 5: Bicycle Facilities

Q10 How comfortable would you be riding each facility type in your neighborhood?  Respondent skipped this question

Page 6: Pedestrian Facilities

Q11 Which type of pedestrian facilities would you like to see within the neighborhood? Please select all that apply.  Respondent skipped this question

Page 7: Sidewalk Widening Options

Q12 Please indicate the widening option you prefer.  Respondent skipped this question

Page 8

Q13 Do you live in the Northwest Aurora neighborhood?  Yes

Q14 If so, how long have you lived in the neighborhood?
2 years

Q15 What is the nearest major intersection to you?
Montview and Fulton

Q16 If you would like to receive project updates, please provide your email.  Respondent skipped this question
Public Meeting #3 Summary

Overview

Public Meeting #3 for the Northwest Aurora Mobility Study was held on Wednesday, August 15, 2018, from 5 p.m. to 7 p.m. at Moorhead Recreation Center. The meeting was an open house format where attendees could stop by at any time and view the materials.

The primary purposes of the meeting were to:

- Solicit feedback on the recommended concept
- Solicit feedback on which improvements would be preferred to be completed first

Approximately 40 people attended the meeting (the sign-in sheets are included as Attachment A). Many of the attendees were actively engaged, providing feedback to the project team members at the boards and by completing a survey/comment sheet.

The materials presented included the following:

- Welcome Board
- Project Schedule
- Previous Plans & Projects
- Project Goals
- The Recommended Concept
- The Recommended Concept Overview
- The Recommend Concept Conceptual Design
- Mobility and Placemaking Framework
- Pedestrian Facilities and Bicycle Facilities
- Existing and Proposed Cross Sections
- Existing and Proposed Traffic Control
- Next Steps

A complete packet of the meeting materials is included as Attachment B.

The meeting materials were all provided in English and in Spanish and translation was available at the meeting, as needed.

Advertisement and Outreach

Advertisement for the public meeting included the following efforts:

- Advertisement on the project website and the City’s website, Nextdoor, Facebook, and Twitter
• Directly mailed the advertisement to every resident and business in the study area (included as Attachment C)
• Email advertisement to previous public meeting attendees
• Highlighted in the city newsletter included in the city water bills (included as Attachment D)
• Advertisement posted at key community locations such as the Moorhead Recreation Center, neighborhood schools, and the Stanley Marketplace (included as Attachment E)
• Press release on July 16, 2018 (included as Attachment F)

The mailers and meeting advertisements were provided in English and in Spanish.

**What We Heard**

Public meeting attendees were encouraged to provide input at many of the boards, by completing a comment worksheet and comment cards, and through verbal feedback to the project team. A summary of what we heard through the comment worksheet is provided below.

Comment worksheet question #1: Which aspects of the Recommended Concept do you like?

- All way stop at 25th and Iola.
- Increase in pedestrian options.
- Improvements between Dayton and Westerly.
- **Additional opportunities for pedestrians and cyclists.**
- Pedestrian boulevards and bike lanes.
- **Traffic control. Increase stop signs and plans to decrease speeds.**
- Focus on pedestrian routes and bike lanes.
- Improved traffic control.
- Pedestrian path and extension into the medical campus is huge. I envision this being used heavily and making walking and bike safer and more attractive.
- Love the pedestrian boulevard on 25th!
- Love the bike lane on 23rd!
- Most of it is wonderful. The safety enhancements and more walkability will be lovely. We are looking forward to seeing the progress.
- Pedestrian boulevard on 25th and zone on Clinton.
- Stronger bike/ped connectivity between Stapleton and Colfax.
- Adding and improving infrastructure to underserved communities.
- Connections across to the north and Peoria and MLK.
- Pedestrian friendliness.
- **More pedestrian friendly around Moorhead.**

Comment worksheet question #2: Do any aspects of the Recommended Concept concern you?

- I live at 23rd and Havana on the east corner across from the rec center. The **recommended concept would involve tearing up my front yard.** I find that very disruptive.
- How does this plan account for large-vehicles (semi-trucks) cutting through residential streets (specifically Havana and Iola) to connect to I-70?
- Need a 4-way stop at the corner of Fulton and 25th. Leave Fulton Street widening alone.
- Rezoning of the area.
- Do not recommend extending Oswego across 25th nor a roundabout at 23rd.
- **Lack of protected bike lanes in the plan.** Bike boulevards and shared lanes are not the game-changers. Protected lanes are for encouraging people to get out of their cars.
- No sidewalk or traffic control on Moline Street for the additional children that will be attending Montview from the north of 25th.
- Need a 4-way stop at Moline and 23rd.
- Roundabouts.
- Decrease in parking along 22nd Avenue.
- Need 4-way stop at 25th and Dayton.
- Loss of yards on Fulton.
- **Is lighting accounting for?** Current lighting is very poor in almost all of these areas.
- Would rather see 2 bike lanes on 25th rather than 23rd... less housing using the parking. It seems over done but if it is the will of the area we will deal with it.
- Yes, the ones that impact people’s property.
- Need a 4-way stop at Dayton and 25th.
- If you lived in the area you would realize that much of what you are proposing is going to cause hardship for homeowners.
- Bike/pes improvements in some streets will push more vehicle traffic onto adjacent and nearby streets that are already congested at times.
- **Roundabouts are terrible – they are dangerous and take up needed space for cars and pedestrians.**
- Unclear/indirect access to the R line.

Comment worksheet question #3: Which improvements of the Recommended Concept would you prefer to see completed first?

- Shared use path on 22nd Avenue – 3
- **Bike lane on 23rd Avenue – 8**
- 23rd Avenue bike/ped connection to Westerly Creek Trail – 5
- **Pedestrian boulevard on 25th Avenue – 13**
- **Rectangular Rapid Flashing Beacon crossing treatment on 25th Avenue between Moorhead Recreation Center and Fletcher Community School – 8**
- Main Street pedestrian zone on Clinton Street – 4
- Bike boulevard on Fulton Street – 4
- Sidewalk and pedestrian enhancements on Fulton Street – 1
- Sidewalk and pedestrian enhancements on Havana Street, Hanover Street, and Iola Street – 6
- Bike lane on Havana Street and Iola Street – 5
- Pedestrian boulevard adjacent to Moorhead Recreation Center – 7
- Sidewalk and pedestrian enhancements on Lima Street – 1
Shared lanes on Lima Street – 0
Sidewalk and pedestrian enhancements on Oswego Street – 3
Bike boulevard on Oswego Street – 2
Other – 3
  o All-way stop at 25th Avenue and Iola Street
  o 4-way stop at Dallas and 22nd Avenue
  o Stop signs and roundabouts

Online Survey

In addition to the public meeting, online surveys were made available after the meeting in English and in Spanish. The online survey asked the same questions as the comment worksheet at the public meeting. No one completed the Spanish survey and only two people completed the survey in English. The responses are provided below.

Survey question #1: Which aspects of the Recommended Concept do you like?
  o I LOVE the pedestrian boulevard on 25th ave
  o the pedestrian enhancements on Lima and Havana
  o the bike lane linking up to the westerly creek park
  o 23rd and Fulton lanes
  o 22nd Shared use path
  o Connection to Sand Creek

Survey question #2: Do any aspects of the Recommended Concept concern you?
  o Iola connection as it seems to get busier and busier, will need signage.

Survey question #3: Which improvements of the Recommended Concept would you prefer to see completed first?
  o Shared use path on 22nd Avenue – 1
  o Bike lane on 23rd Avenue – 0
  o 23rd Avenue bike/ped connection to Westerly Creek Trail – 1
  o Pedestrian boulevard on 25th Avenue – 1
  o Rectangular Rapid Flashing Beacon crossing treatment on 25th Avenue between Moorhead Recreation Center and Fletcher Community School – 1
  o Main Street pedestrian zone on Clinton Street – 0
  o Bike boulevard on Fulton Street – 0
  o Sidewalk and pedestrian enhancements on Fulton Street – 1
  o Sidewalk and pedestrian enhancements on Havana Street, Hanover Street, and Iola Street – 0
  o Bike lane on Havana Street and Iola Street – 0
  o Pedestrian boulevard adjacent to Moorhead Recreation Center – 0
  o Sidewalk and pedestrian enhancements on Lima Street – 0
  o Shared lanes on Lima Street – 0
o Sidewalk and pedestrian enhancements on Oswego Street – 0
o Bike boulevard on Oswego Street – 0
o Other – 0

The results from the survey are attached as Attachment G.
ATTACHMENT A. Sign-In Sheets
<table>
<thead>
<tr>
<th>Name</th>
<th>Email</th>
<th>Receive future project updates?</th>
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<tbody>
<tr>
<td>Tom Worker Bradley</td>
<td><a href="mailto:tworker@aurora.gov.org">tworker@aurora.gov.org</a></td>
<td>Y</td>
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<tr>
<td>Josephine Martinez</td>
<td></td>
<td>Y</td>
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<tr>
<td>David Schultz</td>
<td><a href="mailto:sonfrag16@comcast.net">sonfrag16@comcast.net</a></td>
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<tr>
<td>Brv Fischer</td>
<td>Beverly Fischer 2018</td>
<td>X</td>
</tr>
<tr>
<td>Karen Allen</td>
<td><a href="mailto:kbergall@juno.com">kbergall@juno.com</a></td>
<td>X</td>
</tr>
<tr>
<td>Bob Hafeshorn</td>
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<td>X</td>
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<tr>
<td>Anita Murano</td>
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<td>Gabrielle Friedman</td>
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<td>John Butt: Emily Wheat</td>
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<td>Arleigh Greenwald</td>
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<td>Valerie Murray</td>
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<tr>
<td>Beth Nobles</td>
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<td><a href="mailto:kirsten.davis@msn.com">kirsten.davis@msn.com</a></td>
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<td>Dustin Barnes</td>
<td><a href="mailto:Dustin.Barnes@gmail.com">Dustin.Barnes@gmail.com</a></td>
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ATTACHMENT B. Meeting Materials
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
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.
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.
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.
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...

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*Note: North/South blocks counted as one block; East/West blocks counted as ½ block*
A comprehensive planning approach that draws stronger connections to and from existing community amenities, as well as current & proposed development projects, to establish stronger neighborhood connectivity and accessibility for pedestrians, bicyclists, and vehicles.

Mobility Study

NW AURORA

MOBILE PARK & RECREATION CENTER

FRANKLIN AVENUE PEDESTRIAN BOULEVAR

EXISTING NEIGHBORHOOD CHARACTER

HARBOR PATH

MAYOR HOLT AVENUE BIKE PATH

CLINTON MAIN STREET

FULTON STREET BIKE BOULEVARD

SANDY CREEK

23rd AVENUE BIKE LANE

22nd AVENUE BIKE LANE

Havana Street Enhancements

Marketplace

Charter School

Neighborhood School

28th Avenue Pedestrian Boulevard

Open Space

NEIGHBORHOOD SCHOOL

FRANKLIN AVENUE BIKE LANE

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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*
**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).

**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.
23rd Avenue (Facing West)

On-street bike lanes are recommended along 23rd Avenue. No changes to the curblne 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.
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.

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.

Bike Boulevard and Detached Sidewalks
**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.

**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).
**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.

### Existing & Proposed Cross Sections

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<tr>
<th>Existing Bike Lanes and Detached Sidewalks</th>
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<tr>
<td>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.</td>
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</table>

![Diagram of Havana Street existing cross section](image1)

**Bike Lanes and Detached Sidewalks**

### South of 22nd Street (Facing North)

**Existing**

**Proposed**

![Existing South of 22nd Street](image2)

![Proposed South of 22nd Street](image3)

### South of 23rd Street (Facing North)

**Existing**

**Proposed**

![Existing South of 23rd Street](image4)

![Proposed South of 23rd Street](image5)
**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.

---

**Existing Cross Section**

### 60' PUBLIC R.O.W. PRIVATE PROPERTY

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<th>6'</th>
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**Bike Lanes and Detached Sidewalks**

### 60' PUBLIC R.O.W.

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<tr>
<th>7'</th>
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<td>PRIVATE PROPERTY</td>
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</table>

NOTE: This cross section applies at:
- Iola St (23rd Ave to 26th Ave, to connect to bike lanes to the north)
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.
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 walking 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**
- **= 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**

**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**
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
Bienvenidos a la Reunión Pública #3

Nos da gusto verlo aquí para ayudar a continuar en el progreso de este estudio.

Cómo sacarle el máximo provecho a esta reunión:

- Comparta ideas y haga preguntas sobre los materiales presentados.
- Participe en las actividades interactivas para ayudarnos a comprender su perspectiva y prioridades.
- Complete una tarjeta de comentarios y déjela en el buzón.

Para más información conforme el estudio avanza, por favor visite el sitio web: AuroraGov.org/NWMobility
**Cronograma del Proyecto**

**Proceso Público y Reuniones Públicas:** El proceso público será continuo durante todo el proyecto e incluirá tres reuniones públicas (Enero, Mayo y Agosto).

**Recolección de Datos y Análisis:** Se recopilarán y documentarán los datos de las condiciones existentes y futuras para todas las modalidades. Esto incluye inventario del campo y observaciones y también una evaluación de conectividad. Esta tarea dará como resultado una declaración de las necesidades.

**Desarrollo de Alternativas y Evaluación:** Se desarrollarán y evaluarán posibles soluciones. Se completará el análisis operacional multimodal.

**Recomendaciones:** La(s) alternativa(s) recomendada(s) serán refinadas y diseñadas conceptualmente. Esto incluye desarrollar un plan de implementación que identifique los próximos pasos principales.

**Informe Final y Próximos Pasos:** Se presentará un informe final al Concejo de la ciudad de Aurora (Cabildo) para su aprobación.
Planes Anteriores y Proyectos

Muchos otros planes y proyectos se han completado o están en marcha. Esos planes y proyectos están relacionados con el Estudio de Movilidad de Northwest Aurora (NW Aurora Mobility Study), incluyendo los siguientes:

**AURORA PLACES**
Aurora Places es un esfuerzo continuo de planificación para actualizar el Plan de Desarrollo de la ciudad. Aurora Places describirá las presentes dificultades y oportunidades en la ciudad, explicará las metas y objetivos futuros para el desarrollo e incluirá un plan de acción sobre cómo lograr estas metas y objetivos. Aurora Places detallará una visión a largo plazo para el uso y desarrollo del territorio durante los próximos 10 a 20 años.

**WESTERLY CREEK VILLAGE COMMUNITY PLAN**
En 2010, la ciudad de Aurora recibió un subsidio del Programa Piloto de Planificación de Zonas con Riesgo de Precariedad de la Agencia de Protección Ambiental (EPA). El programa de subvenciones resultó en una guía para la rehabilitación y la reconstrucción de las áreas con riesgo de precariedad de Westerly Creek Village. El plan requiere un uso mixto en el área industrial existente y en toda la longitud de Montview Boulevard y también entre Dayton Street y Westerly Creek.

**ORIGINAL AURORA PLAN**
La ciudad de Aurora propone actualizar la zonificación del plan Original Aurora (el área delineada por Yosemite Street, Peoria Street, East 6th Avenue y East 26th Avenue). El plan propuesto actualizaría la zonificación a lo largo de los corredores clave en el plan Original Aurora de la zonificación de uso único (por ejemplo, solo comercial) a la zonificación de uso mixto.

**MONTVIEW CONNECTIONS**
Objetivos del Proyecto

El propósito del NW Aurora Mobility Study es mejorar la movilidad para todas las personas del vecindario, tanto como ciclistas, peatones, usuarios de sillas de ruedas, cochecitos de bebé, patinadores, conductores singulares y conductores de transporte público. La movilidad es simplemente la capacidad de moverse libre y fácilmente.

- Comprender los patrones de viaje existentes para todos los usuarios, incluyendo a ciclistas, peatones, conductores y a los pasajeros de tránsito.

- Evaluar la efectividad de las señales existentes de STOP y de tráfico.

- Evaluar las conexiones multimodales actuales y potenciales entre los principales centros de actividades dentro y cerca del área de estudio, incluyendo las rutas escolares.

- Identificar mejoras a corto y medio plazo para favorecer la seguridad y la calidad de vida en el vecindario.

- Desarrollar el diseño conceptual y las estimaciones de costos para las mejoras recomendadas.
Concepto Recomendado

CLAVE

- Bulevar peatonal
- Zona peatonal en calle principal
- Bulevar peatonal
- No existente/acera sub-estándar

= Prioridad a vehículos motorizados y estacionamiento
= Camino de uso compartido
= Carriles de bicicleta
= Carriles compartidos
= Bulevar de bicicleta
= Nodo de actividad
= Escuelas

FELSBURG HOLT & ULLEVIG • LIVABLE CITIES STUDIO
El concepto recomendado enfatiza las mejoras a las conexiones multimodales a los nodos de actividad y cerca de los vecindarios, y en la creación de áreas para caminar que sean seguras y confortables dentro de los nodos de actividad. El objetivo de las mejoras y el control de tráfico es crear una red balanceada de calle para todo tipo de transporte.

**Elementos Clave**
- Pone énfasis en las conexiones multimodales a los principales nodos de actividad.
- Las mejoras para caminar del este al oeste se enfocan entre las avenidas 22ª y 25ª.
- Las mejoras para andar en bicicleta se enfocan en la Avenida 23ª para el traslado hacia/del trabajo y en la Avenida 23ª para su uso como recreación y familiar.
- Crea calles completas en calles selectas del norte/sur.
- Incluye la creación de zonas para caminar que sean únicas y atractivas a lo largo de Westerly Creek Village, Stanley Marketplace y el nodo de Moorhead/Fletcher.
- Incluye la colocación de elementos destacados que motiven el caminar e ir en bicicleta a las escuelas del vecindario.

La orientación de las señales de tráfico define y apoya la prioridad del modo de transporte para cada calle.

**Cómo aborda el aporte de la comunidad**
- Aborda la prioridad de la comunidad de ampliar las aceras.
- Crea un ambiente más seguro para los usuarios más vulnerables, como los niños, y mejora el acceso a las estaciones de tránsito.
- Aborda la preocupación de altas velocidades a reorientar las señales de alto (stop) y desvío de tráfico.
- Mejora las conexiones para bicicletas dentro del vecindario y con la red de veredas regional. Pone prioridad en rutas seguras para caminar e ir en bicicleta a las escuelas.
- Equilibra el impacto del estacionamiento en la calle y las áreas verdes dentro del derecho de paso público.

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<td>Oswego Street</td>
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<td><strong>TOTAL</strong></td>
<td><strong>6.5</strong></td>
<td><strong>14.5</strong></td>
<td><strong>8</strong></td>
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<td><strong>20.5</strong></td>
<td><strong>37</strong></td>
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Nota: las cuadras de norte/sur se cuenta como una cuadra; las de este/oeste como media

FELSBURG HOLT & ULLEVIG • LIVABLE CITIES STUDIO
Marco de Referencia de Mobilidad y Placemaking

A comprehensive planning approach that draws stronger connections to and from existing community amenities, as well as current and proposed development projects, to establish stronger neighborhood connectivity and accessibility for pedestrians, bicyclists, and vehicles.

MARKETPLACE

Neighborhood center as a neighborhood and regional destination where people gather, shop, eat and enjoy retail, industry, and recreation.

OPEN SPACE

Crimey Creek provides a regional open space amenity connecting people to trails, parks, and natural features.

CLINTON MAIN STREET

Major entry into the neighborhood, providing access to the neighborhood.

CHARTER SCHOOL

School that offers a focused education and increased diversity to support the neighborhood's unique character.

23rd AVENUE PEDESTRIAN BOULEVARD

Provides a direct route for residents and visitors to connect to the neighborhood and neighborhood amenities.

23rd AVENUE BIKE LANES

Provides a direct route for residents and visitors to connect to the neighborhood and neighborhood amenities.

22nd AVENUE SHARED BIKE PATH

Provides a direct route for residents and visitors to connect to the neighborhood and neighborhood amenities.

Havana Street Enhancements

Enhancements to Havana Street improve connectivity and connect neighborhood to the neighborhood public space.

Fulton Street Bike Boulevard

Bike boulevard creates neighborhood walkway focused on pedestrian use and slower vehicle speeds.

Moorhead Park & Recreation Center

The new park and recreation center includes a neighborhood destination, and amenities for neighborhood residents, neighborhood gatherings, improved pedestrian connectivity to the park and neighborhood, and access to the neighborhood.

Existing Neighborhood Character

Reshape and enhance the character of the neighborhood to support the neighborhood's unique character and provide a connected, mixed-use community.

NEIGHBORHOOD SCHOOL

New neighborhood school as a neighborhood hub for learning and community gatherings.

Felsberg Holt & Ullevig • Livable Cities Studio
Instalaciones de Peatones y Bicicletas

PEATONES

Acera separada
La acera (banqueta) es la vía de acceso principal la cual va paralela a la calle. La acera asegura que los peatones tengan un lugar seguro y adecuado para caminar, debe ser entre 4 y 6 pies de ancho en áreas residenciales y entre 8 y 12 pies en áreas comerciales. Una acera separada consiste en una que se aparta de la calle con un espacio, regularmente de pasto o árboles, entre la acera y la calle.

Camino de uso compartido
Los caminos de uso compartido se usan tanto para transporte como para recreación. Regularmente están separadas de la calle y se ubican dentro del llamado derecho de paso. Este tipo de caminos sirven tanto a peatones, ciclistas, personas en patines y con discapacidades. Usualmente se diseñan para tráfico en ambos sentidos, los cuales se marcan sobre el suelo. Un camino de uso compartido es regularmente más ancho que una banqueta, entre 12 y 16 pies de ancho.

Área para peatones en calle principal
El área para peatón en una calle principal es una acera más amplia en la cual es posible añadirle mejoras para uso del peatón, tales como muebles, bancas, iluminación, árboles y estacionamiento para bicicletas. Típicamente, las calles principales se ubican frente a áreas para uso comerciales donde hay mayor actividad de peatones. La cantidad de actividad de peatones en el área, disminuye el tráfico y enfatiza a los peatones.

Bulevar de peatones
Se debe considerar un ambiente para un bulevar de peatones en lugares donde la actividad peatonal es muy alta el volumen de vehículos es o muy bajo o desalentado. El bulevar de peatones debe consistir en una infraestructura con elementos verdes tales como árboles frondosos, amplios jardines o bioswale. También puede incluir un rango de mejoras tales como muebles, iluminación, bancas y estacionamiento para bicicletas.

BICICLETAS

Carriles compartidos
Son usados tanto por los autos como los ciclistas y son delineadas con señales (típicamente la cabeza de una flecha con una bicleta debajo, llamadas “sharrows” en inglés); estas marcas indican que se trata de un ambiente de compartir entre las bicicletas y los autos. Dichas señales refuerzan la legitimidad del tráfico de bicicletas en la calle y recomiendan el correcto posicionamiento del ciclista. Las señales de carriles compartidos deben aplicarse en situaciones donde la diferencia de velocidad entre las velocidades de traslado entre el ciclista y los autos es muy bajo. Fuente: NACTO

Carril de bicicleta
El carril de bicicleta designa el espacio exclusivo para ciclistas a través del uso de señalamientos sobre el pavimento. Se localiza adyacente a los carriles para automóviles y circula en la misma dirección de tráfico. Un carril de bicicleta facilita comportamiento predecible y movimientos entre ciclistas y automovilistas. Fuente: NACTO

Bulevar de bicicleta
Los bulevares de bicicleta son calles con bajo volumen de tráfico motorizado así como velocidad baja, designados para darle prioridad a las bicicletas. Estos bulevares usan distintas maneras para manejar el tráfico de vehículos motorizados tales como lettreos, señales en el pavimento con la finalidad de crear un ambiente seguro y conveniente donde se pueda cruzar las calles principales en bicicleta. Los bulevares de bicicleta no solo benefician a los ciclistas, sino también ayudan a crear y mantener calles “silenciosas” que benefician a los residentes y mejoran la seguridad de todos los que transitan por las calles. Fuente: NACTO
Secciones Existentes y Propuestas

22nd Avenue (viendo hacia el oeste)
Se recomienda un camino de uso compartido de 10 pies de ancho (para peatones y ciclistas) con una barrera mitigadora de 3 pies al lado sur de la Avenida 22°. Las líneas para vehículos serían recuadidas a 10 pies y se eliminaría el estacionamiento del lado sur de la calle para permitir espacio para el camino de uso compartido. Donde sea posible el camino de uso compartido se agregaría a la parte posterior del encintado de la calle; se mantendría el estacionamiento del lado sur (entre Clinton y Dayton) así como la zona para camión escolar (Macon a Moline).

25th Avenue (viendo hacia el oeste)
Se recomienda un bulevar peatonal de 10 pies de ancho, entre árboles, al lado norte de la Avenida 25°. Sería añadido a la parte posterior del encintado actual de la calle; ocasionalmente el estacionamiento sería eliminado del lado norte de la calle para minimizar el impacto a las áreas verdes dentro del derecho de paso público.
Se recomienda carriles de bicicleta a lo largo de la Avenida 23º. No requeriría cambios ni al encintado de la calle ni a la parte posterior de la acera. Los carriles de traslado para autos serían reducidos a 10 pies de ancho y el estacionamiento del lado norte de la calle sería eliminado. La sección de 5 cuadras entre las calles Emporia y Geneva es angosta y tiene casas con el frente hacia la Avenida 23º; esta sección incluiría carriles compartidos para mantener estacionamiento en ambos lados de la calle.
Secciones Existentes y Propuestas

**Clinton Street** (viendo hacia el norte)
La calle Clinton sería designada como Área para peatones es calle principal con aceras separadas y zonas para uso del peatón como bancas y alumbrado apropiada. La recomendación incluye estacionamiento en ambos lados de la calle y un área para peatones de 16 pies de ancho. Estas mejoras estarían atadas a la reurbanización de lotes sobre la calle Clinton incluyendo Stanley Residential y Westerly Creek Village.

**Fulton Street** (viendo hacia el norte)
Se recomienda un bulevar de bicicleta en la calle Fulton junto a aceras separadas de 6 pies de ancho. El bulevar de bicicleta sería creado usando una combinación de medidas que calman el tráfico (como chicanes y rotondas) y divergencias de tráfico (los vehículos motorizado sobre la calle Fulton serían forzados a dar vuelta a la derecha en las avenidas 22º y 25º. Se eliminaría el estacionamiento en lados alternos de la calle usando chicanes. Las aceras separadas impactarían las áreas verdes dentro del derecho de paso público.
Secciones Existentes y Propuestas

**Hanover Street** (viendo hacia el norte)
Se recomienda ampliar las aceras en la calle Hanover desde la Avenida 23° hasta la Avenida 25°. Esto se lograría al ampliar las aceras hasta el lado adyacente a las áreas verdes dentro del derecho de paso público. Se mantendría el estacionamiento en ambos lados de la calle.

**Lima Street** (viendo hacia el norte)
En la calle Lima, se recomiendan carriles compartidos para definir la calle como una ruta de bicicleta y para incrementar la expectativa de los conductores sobre ciclistas usando la calle. Así mismo, se recomienda ampliar las aceras. Ambas mejoras se lograrían al eliminar estacionamiento en uno de los lados de la calle (lado este de las avenida 22° a la 23°, del lado oeste de la avenida 23° a la 25° y de Montview Boulevard a la Avenida 22°.)
**Havana Street** (viendo hacia el norte)

En la calle Havana se recomiendan carriles de bicicleta en la calle y aceras separadas, desde Montview hasta la Avenida 23ª. Para hacer espacio para dichas mejoras, se eliminaría el estacionamiento del lado este de la calle, las calles se ampliarían, así como las aceras, lo cual impactaría áreas verdes dentro del derecho de paso público.

**Sur de la calle 22nd Street** (viendo hacia el norte)

**Sur de la calle 23rd Street** (viendo hacia el norte)
**Iola Street** (viendo hacia el norte)

En la calle Iola, se recomiendan carriles de bicicleta en la calle y aceras separadas desde la Avenida 23 hasta la 26, contactando a los carriles de bicicleta ya existentes en Denver. Para hacer espacio para dichas mejoras, se eliminaría el estacionamiento del lado este de la calle, las calles se ampliarían, así como las aceras, lo cual impactaría áreas verdes dentro del derecho de paso público.

**Bulevar de bicicletas y aceras separadas**
Oswego Street (viendo hacia el norte)

Se recomienda un bulevar de bicicleta en la calle Oswego así como aceras de 6 pies de ancho. El bulevar de bicicletas sería creado usando medidas calmantes de tráfico (calle más angosta y una mini rotonda). El estacionamiento sería eliminado en lados alternos de la calle para dar cabida a la ampliación de las aceras. El alternar las áreas de estacionamiento ayudaría a disminuir la velocidad del tráfico.
Las señales de alto, semáforos y otros artefactos de control de tráfico comunican el derecho de paso de los conductores, ciclistas y peatones. El propósito del control de tráfico en el noroeste de Aurora está diseñado para balancear el flujo de tráfico, motivar velocidades bajas por el vecindario y que funcione con las rutas para caminar a las escuelas. La propuesta de control de tráfico es compatible con las calles existentes en el vecindario y con las mejoras recomendadas.
Siguientes Pasos

Adopción del plan

Su aporte a este plan servirá para perfeccionar las recomendaciones del estudio de movilidad en el noroeste de Aurora (NW Aurora Mobility Study). Se presentarán las recomendaciones finales al Concejo de la Ciudad (Cabildo) para su adopción en el otoño de 2018.

Implementación

La ciudad de Aurora no cuenta con los fondos suficientes para realizar todas las mejoras recomendadas de manera inmediata; es probable que se irán llevando a cabo con el transcurso del tiempo conforme vaya habiendo fondos. La ciudad notificará públicamente cuando los proyectos vayan avanzando.

- La reorientación de las señales de alto podría realizarse en la primavera de 2019.

- Mejoras que requieran solo el recubrir (tales como Avenida 23 y el componente de bulevar para bicicleta de la calle Oswego) podrían completarse en los próximos 1 a 3 años.

- La ciudad de Aurora trabajará para identificar fondos para las demás mejoras recomendadas. El tiempo para realizar dichas mejoras dependerá de:
  - Oportunidades de asociaciones (por ejemplo, con constructoras y entre departamentos de la ciudad)
  - Oportunidades de subvenciones
The city of Aurora has been evaluating ways to improve walking, biking, and driving in your neighborhood. The project team has developed recommendations and would like your input. The open house will be a time to review the project materials at your own pace and discuss the recommended alternative and next steps with the project team. Comments from the open house will be used to refine the recommended transportation improvements.

Questions?

Anna Bunce: 303.739.7300
AuroraGov.org/NWMobility

La ciudad de Aurora ha estado evaluando maneras de mejorar el caminar, andar en bicicleta y conducir en su vecindario. Hemos desarrollado recomendaciones y nos gustaría que nos diera su opinión. En esta reunión, puede revisar los materiales del proyecto a su propio ritmo y conversar sobre las alternativas recomendadas con miembros del equipo del proyecto. Los comentarios de esta reunión se usarán para refinar las mejoras al transporte recomendadas. Se ofrecerá interpretación al español.

Questions?

Anna Bunce: 303.739.7300
AuroraGov.org/NWMobility
ATTACHMENT D. Newsletter Announcement
SAFE SHARPS DISPOSAL AVAILABLE IN AURORA
Colorado Medical Waste Inc. in Aurora is offering walk-in sharps disposal, which includes needles, syringes and lancets, providing a safe option for disposing of these hazardous items.
Disposal of sharps generated in the home is not regulated in Colorado, allowing the in-home sharps user to place them directly in the trash.
If sharps are placed loosely in household trash, flushed down the toilet or disposed of haphazardly, they pose a risk to the community and to other household members. Exposure to used sharps increases the risk of contracting potentially life-threatening diseases, including HIV/AIDS or Hepatitis B or C.
Colorado Medical Waste Inc.'s revolutionary technology turns sharps into confetti. To find out more about pricing, schedule disposal, and safe handling and packaging instructions, call 303.794.5715 or visit ColoradoMedicalWaste.com. The facility is located at 3131 Oakland St.

Water conservation classes
Learn how to lower your water bill, help conserve water and create an incredible landscape. Registration is required. For more information or to register, visit AuroraGov.org/WaterClasses or call 303.739.7195.

VOLUNTEERS NEEDED FOR HOUSEHOLD CHEMICAL ROUNDUP
Volunteers ages 15 and older are needed to register participants, unload vehicles, direct traffic and staff collection stations Sept. 8 at the Household Chemical Roundup. Shifts are available from 8 a.m. to 1 p.m., 11:15 a.m. to 4:15 p.m., or all day. Volunteers do not need to wait in line to drop off chemicals, and they will receive lunch and gift. While the event is for Aurora residents only, nonresidents who volunteer can drop off household products for disposal. For more information or to volunteer, email hcr@auroragov.org or call 303.739.7391.

RECYCLE PAINT THROUGHOUT THE YEAR
Last year, the Household Chemical Roundup received more than 14,000 pounds of paint. If you have only paint to recycle, PaintCare, a statewide program, has partnered with numerous retail stores to accept unopened paint free of charge throughout the year. For details and a store near you, visit PaintCare.org/Colorado. And don't forget that dried paint can simply be thrown away. To dry paint, just remove the lid or mix in kitty litter to speed up the process.

FOOD TRUCK RODEO
Aug. 3, 11 a.m. to 2 p.m. Aurora Municipal Center Great Lawn 15151 E. Alameda Parkway
AuroraGov.org/Events

NATURE IN YOUR NEIGHBORHOOD
Aug. 10, 7 to 8:45 p.m. Red-Tailed Hawk Park, 23701 E. Hinsdale Way (meet in the parking lot)
Stroll the trails in your neighborhood park with a naturalist to see what animals are out in the evening. Free but registration required at 303.326.8650.

DELANEY FARM HISTORIC DISTRICT OPEN DAYS
Aug. 11 and 25, 9 a.m. to 1 p.m. 170 S. Chambers Road 303.739.6660 or AuroraMuseum.org
Explore Aurora’s agricultural roots with performances and programs.

NATURE AT NIGHT: CATS
Aug. 17, 7 to 8:45 p.m. Morrison Nature Center, 16002 E. Smith Road
Explore nature after the sun goes down. Free but registration required at 303.326.8650.

BIRD NERD SATURDAYS
Aug. 18, 9 to 11 a.m. Palms Conservation Center, 1125 S. Rogers St. 303.739.6660 or AuroraMuseum.org
Visit one of the oldest homes in Aurora, built in 1890, during this open house. Free.

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**JULY WATERING SCHEDULE**
Three days per week

- **6** POP-UPS
- **10** ROTOR HEADS
- **21** ROTARY NOZZLES

*CYCLE-AND-SOAK TECHNIQUE*

Automatic sprinkler systems work best with the cycle-and-soak technique. For example, if you have pop-up sprinkler heads, you run each zone for six minutes, three times a day, giving the water at least an hour to soak in between cycles.

**QUESTIONS? 303.739.7195**

**WATER-WISE LANDSCAPE AWARD NOMINATIONS DUE SEPT. 16**

Take a look around Aurora and there are quite a few extraordinary water-wise landscapes. Not only are they beautiful, but they also save water and money. If you have or know of a landscape that goes above and beyond, it could be worth up to a $100 credit on your water bill or other prizes. So start taking pictures now, because you have until Sept. 16 to nominate your water-wise landscape or one for someone you know.

Only front and side yards visible to the public are eligible. Applicants must complete an online application, submit at least three pictures and agree to an on-site visit by a Water Conservation Specialist. Past winners are not eligible.

For more information and to apply, visit AuroraWater.org. Questions? Call 303.739.7195 or email waterconservation@aurora.gov.

**BE PREPARED FOR FLOODS**

Flooding can happen at any time, but here are some simple steps you can take to minimize your risk.

**AT HOME:**
- Check that your gutters are clean and your downsputs are directed away from your home. Many basement floods occur because simple gutter and downspout maintenance is not performed.
- Consider obtaining flood insurance and get separate coverage for the contents of your home. Aurora participates in the National Flood Insurance Program, which was created by the federal government to provide additional protection since homeowners’ policies do not typically cover flood damage. If you decide to purchase insurance, do it right away. There is a 30-day waiting period before flood insurance goes into effect. For information, visit FloodSmart.gov.
- Make sure you have a current inventory of your home’s contents. Store that inventory and other important documents in a safe place so you can access them if your home is flooded.

**IN THE COMMUNITY:**
- Since streets are the primary means of conveying stormwater, flooding can occur if storm drains are clogged with debris and trash. The storm drain system is designed to carry stormwater directly to nearby creeks, and when clogged the chance of residential flooding increases. Do not rake leaves or grass into the gutter, and pick up trash so it doesn’t get washed into the storm drain.

For more information, visit the Urban Drainage and Flood Control District website at udcd.org/Flood-Safety.

**CARING FOR HIGH LINE CANAL’S TREE CANOPY**

The High Line Canal Conservancy, the city of Aurora, Denver Water and 10 other jurisdictions are collaboratively taking action to maintain and revitalize the canal’s tree canopy.

This summer marks the initiation of a two- to three-year tree maintenance program that prioritizes safety for recreational users and the long-term health of the tree canopy.

There are close to 24,000 trees along the canal’s 71 miles, and continuous care and maintenance is required to ensure a vibrant and healthy ecosystem. Over 40 percent of the tree canopy is made up of cottonwood trees, many over 100 years old and nearing the end of their natural lifespan. This reality, along with a growing population and scarce water resources in the west, reinforces the need to act now to ensure the canal’s changing landscape.

This significant, 71-mile-long project is only possible with the commitment of the Conservancy and partners’ joint funding, staff and expertise. Expected to take nearly three years, it coincides with the Conservancy’s 2018 planning efforts to develop a Framework Plan that will establish appropriate and healthy planting standards for the canal.

Professional arborists have been working along the canal since June with jurisdictional field crews, with oversight support from Denver Water and the Conservancy.

Your patience is appreciated as there may be brief disruptions or closures along short segments of the trail during this time. For more information, visit HighLineCanal.org/tree-care. Contact the High Line Canal Conservancy at hello@highlinecanal.org or 720.765.2432 for any questions regarding this project and maintenance along the canal.

**Upcoming Aurora City Council TOWN MEETINGS**

Aurora town meetings are open to everyone. Call 303.739.7015 for more detailed information about these meetings.

- **July 1 Town Meeting**
  - Council Member Crystal Murillo
    - Aug. 21, 6-7:30 p.m.
    - Moorehead Recreation Center, 2390 Havana St.

- **July 3 Town Meeting**
  - Council Member Marsha Berzins
    - Aug. 28, 6-7:30 p.m.
    - Aurora Chamber of Commerce, 14305 E. Alameda Ave.

- **Mornings with Marsha**
  - Council Member Marsha Berzins
    - Aug. 23, 7:15-8:30 a.m.
    - Tin Cup Café at Aurora Hills Golf Course
    - 50 S. Peoria St.

- **July 4 Town Meeting**
  - Council Member Charlie Richardson
    - July 15, 6:30-8:30 p.m.
    - EcoTech Institute, 1440 S. Abiline St.

- **July 17 Town Meeting**
  - Council Member Bob Roth
    - July 17, 6:30-8:30 p.m.
    - Hearth Gardens, 2888 S. Heather Gardens Way

- **July 25 Town Meeting**
  - Council Member François Bergan
    - July 25, 6-8 p.m.
    - Heritage Eagle Bend Clubhouse
    - 2315 S. Heritage Parkway

**Upcoming Go Global**

**Join us for fantastic flavors, cultural experiences and artistic expressions from around the world at Global Fest from 11 a.m. to 6 p.m. Aug. 18 at the Aurora Municipal Center Great Lawn, 15550 E. Alameda Parkway. Event is free, but food and beverages, including a World Beer Market, are available for purchase on site. For details, visit AuroraGov.org/GlobalFest.**

**go GLOBAL**

**aug. 18 at global fest**

**303.739.7000 • AuroraGov.org • Facebook.com/AuroraGov • Twitter.com/AuroraGov • AuroraTV.org**

The city of Aurora Communications Department produces this newsletter. Contact communications@aurora.gov.org.
ATTACHMENT E. Poster
The city of Aurora has been evaluating ways to improve walking, biking, and driving in your neighborhood. The project team has developed recommendations and would like your input. The open house will be a time to review the project materials at your own pace and discuss the recommended alternative and next steps with the project team. Comments from the open house will be used to refine the recommended transportation improvements.

La ciudad de Aurora ha estado evaluando maneras de mejorar el caminar, andar en bicicleta y conducir en su vecindario. Hemos desarrollado recomendaciones y nos gustaría que nos diera su opinión. En esta reunión, puede revisar los materiales del proyecto a su propio ritmo y conversar sobre las alternativas recomendadas con miembros del equipo del proyecto. Los comentarios de esta reunión se usarán para refinar las mejoras al transporte recomendadas. Se ofrecerá interpretación al español.
ATTACHMENT F. Press Release
Aug. 15 open house to present recommended alternative for mobility improvements in northwest Aurora

AURORA, Colo. – The city of Aurora is hosting an open house in August to present the recommended alternative for possible improvements to walking, biking and driving in northwest Aurora.

The Northwest Aurora Mobility Study open house is scheduled from 5 to 7 p.m. Aug. 15 at Moorhead Recreation Center, 2390 Havana St. Light snacks will be served.

Northwest Aurora is experiencing many changes related to development that are impacting the travel patterns to and through the neighborhood. The study, which targets the area bounded by Peoria Street, Montview Boulevard, Westerly Creek Trail and just south of 26th Avenue, is focusing on short-term and mid-term improvements to address these changes.

The open house will provide time for residents to review the project materials, discuss the recommended alternative with the project team and learn about the anticipated next steps.

The Aug. 15 meeting is the final public meetings that will take place during the study process. Study recommendations will be presented to the Aurora City Council in November 2018.

For more information, visit AuroraGov.org/NWMobility or call Anna Bunce at 303.739.7300.

# # #
ATTACHMENT G. Online Survey Results
#1

**Q1** Which aspects of the Recommended Concept do you like? Please list up to three.

I LOVE the pedestrian bouldevard on 25th ave
the pedestrian enhancements on Lima and Havana
the bike lane linking up to the westerly creek park

**Q2** Do any aspects of the Recommended Concept concern you? If so, please explain why.

Respondent skipped this question

**Q3** Which improvements of the Recommended Concept would you prefer to see completed first? Please identify up to five.

23rd Avenue bike/ped connection to Westerly Creek Trail
Pedestrian boulevard on 25th Avenue

**Q4** Do you have any additional questions that need to be answered by the city? If so, what? (Please include your contact information below so the city can respond.)

Respondent skipped this question

**Q5** Do you live in the Northwest Aurora neighborhood? Yes

**Q6** If so, how long have you lived in the neighborhood?

3 years

**Q7** What is the nearest major intersection to you?

25th ave and Kenton
Q8 If you would like to receive project updates, please provide you email.

katy.kissler@gmail.com
Q1 Which aspects of the Recommended Concept do you like? Please list up to three.

23rd and Fulton lanes
22nd Shared use path
Connection to Sand Creek

Q2 Do any aspects of the Recommended Concept concern you? If so, please explain why.

Iola connection as it seems to get busier and busier, will need signage.

Q3 Which improvements of the Recommended Concept would you prefer to see completed first? Please identify up to five.

Shared use path on 22nd Avenue
Rectangular Rapid Flashing Beacon crossing treatment on 25th Avenue between Moorhead Recreation Center and Fletcher Community School
Sidewalk and pedestrian enhancements on Fulton Street

Q4 Do you have any additional questions that need to be answered by the city? If so, what? (Please include your contact information below so the city can respond.)

Respondent skipped this question

Q5 Do you live in the Northwest Aurora neighborhood?

Yes

Q6 If so, how long have you lived in the neighborhood?

15 year
Q7 What is the nearest major intersection to you?

23rd and Fulton

Q8 If you would like to receive project updates, please provide you email. Respondent skipped this question
APPENDIX C. EVALUATION RESULTS
### Evaluation of Themed Alternatives

<table>
<thead>
<tr>
<th>Evaluation Category</th>
<th>Evaluation Criteria</th>
<th>No Action</th>
<th>Alternative A: Balanced Network</th>
<th>Alternative B: Neighborhood Placemaking Focus</th>
<th>Alternative C: Connections Focus</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian comfort and safety</td>
<td>Would the alternative enhance the level of comfort and safety for pedestrians?</td>
<td>The majority of the existing sidewalks are 2.5 ft wide or less and unable to accommodate more than one pedestrian at a time.</td>
<td>Alternative A includes sidewalks widened/added (38 blocks) including two shared use paths (25 blocks). This space is shared with bicycles and less desirable of a facility for pedestrian comfort and safety.</td>
<td>Alternative B includes sidewalks widened/added (48 blocks) as well as a main street pedestrian zone (2 blocks). This is the highest number of sidewalks from the alternatives.</td>
<td>Alternative C includes the pedestrian boulevard (12.5 blocks) and sidewalks widened/added (62.5 blocks). This is the highest quality bike facility two-way bikeway on 23rd.</td>
</tr>
<tr>
<td>Bicycle comfort and safety (east/west connectivity)</td>
<td>Would the alternative enhance the level of comfort and safety for bicyclists?</td>
<td>No designated facilities exist on east/west streets. Bike are required to share space with vehicles.</td>
<td>This includes a bike lane on 23rd and shared use paths on both 23rd and 25th. These facilities are less comfortable than the two-way bikeway in Alternative C.</td>
<td>This only includes a bike lane on 23rd Avenue. This is the lowest facility of the alternatives provided by an alternative.</td>
<td>This includes the highest quality bike facility two-way bikeway on 23rd.</td>
</tr>
<tr>
<td>Bicycle comfort and safety (north/south connectivity)</td>
<td>Would the alternative enhance the level of comfort and safety for bicyclists?</td>
<td>No designated facilities exist on north/south streets. Bike are required to share space with vehicles.</td>
<td>Alternative A includes two bike boulevards (high quality facility type) plus a shared lane.</td>
<td>Alternative B includes a two-way separated bikeway (high quality facility), a bike lane, and a shared lane.</td>
<td>Alternative C includes only one bike lane and only one shared lane.</td>
</tr>
<tr>
<td>Access to transit</td>
<td>Would the alternative enhance access to the Peoria and Fitzsimons Stations and/or local bus stops?</td>
<td>Access to the Fitzsimons Station and the local bus stops are limited by the overall bicycle and pedestrian network.</td>
<td>Increased access relative to the existing connectivity, but a lower quality facility types compared to Alternatives B and C.</td>
<td>Highest quality north/south connectivity to Buff Lake and Sand Creek.</td>
<td>Highest quality facility east/west to Westminster Creek.</td>
</tr>
<tr>
<td>Access to trails and greenspace</td>
<td>Would the alternative provide direct and convenient access to Westerly Creek, Sand Creek, and Buff Lake?</td>
<td>Current connectivity to regional facilities is lacking, however, existing sidewalks connect to Fulton Park and connections beyond.</td>
<td>Alternative A prioritizes enhanced bicycle and pedestrian facilities to access all schools, making it the best alternative for school accessibility.</td>
<td>Alternative B includes enhanced connectivity to Fletcher/Rocky Mountain but east/west connectivity to Montview and North is lacking.</td>
<td>Alternative C recommends enhanced pedestrian connections to all neighborhood schools but poor north/south bicycle access to North. There is also no enhanced facility to Montview.</td>
</tr>
<tr>
<td>School accessibility</td>
<td>Would the alternative provide safe and convenient access to schools in the neighborhood?</td>
<td>Inconsistent stop sign orientation allows for free-flow, higher speed routing through the neighborhood.</td>
<td>Bike boulevards routes traffic and disrupt continuous traffic flow.</td>
<td>Minimal impact on existing routing and operations.</td>
<td>One-way streets maximize interaction conflicts and designate directional flow east/west through the neighborhood. Long blocks non-conducive to one-way turnarounds; potential fatal flaw: Life Safety Requirements.</td>
</tr>
<tr>
<td>Motor vehicle routing and operations</td>
<td>Would the alternative provide convenient traffic routing and operations?</td>
<td>Minimal impact on existing routing and operations.</td>
<td>Multi-modal connectivity would remain limited in the neighborhood.</td>
<td>Creates a balanced street network for all travel modes.</td>
<td>Emphasizes multi-modal connections to the major activity nodes.</td>
</tr>
<tr>
<td>Connectivity (all modes)</td>
<td>Would the alternative improve connectivity to neighborhood destinations and mobility through the neighborhood?</td>
<td>Multi-modal connectivity would remain limited in the neighborhood.</td>
<td>Creates a balanced street network for all travel modes.</td>
<td>Creates a balanced street network for all travel modes.</td>
<td>Emphasizes multi-modal connectivity to the major activity nodes.</td>
</tr>
<tr>
<td>Parking</td>
<td>Would the alternative provide adequate on-street parking? Does the alternative minimize parking impacts?</td>
<td>No parking would be eliminated.</td>
<td>Removal of 48.5 blocks of parking (approximately 21% of the neighborhood)</td>
<td>Removal of 25.5 blocks of parking (approximately 10% of the neighborhood)</td>
<td>Removal of 49.5 blocks of parking (approximately 21% of the neighborhood)</td>
</tr>
<tr>
<td>Community character</td>
<td>Would the alternative balance preservation and enhancement of the community culture and character of Original Aurora?</td>
<td>No intervention would maintain the existing community culture and character.</td>
<td>Maintains overall existing character but provides enhancements at key nodes</td>
<td>Maintains overall existing character but provides enhancements at key nodes</td>
<td>Maintains overall existing character but provides enhancements at key nodes</td>
</tr>
<tr>
<td>Landscape Preservation</td>
<td>Would the alternative minimize impacts to existing trees and landscaping in the neighborhood?</td>
<td>No existing trees and/or landscaping would be impacted</td>
<td>Back of sidewalk on 14 blocks would be impacted</td>
<td>Back of sidewalk on 12 blocks would be impacted</td>
<td>No impact to back of sidewalks</td>
</tr>
<tr>
<td>Placemaking</td>
<td>Would the alternative create opportunities for areas with distinct character, places to gather, or encourage active uses along the street?</td>
<td>Existing conditions provide limited placemaking opportunities and/or active uses</td>
<td>Bike boulevards and Moorehead enhancements would enhance sense of place</td>
<td>Most placemaking opportunities</td>
<td>25th Ave, ped blvd., 23rd Ave. bikeway and Moorehead enhancements</td>
</tr>
<tr>
<td>Economic development</td>
<td>Would the alternative create sustainable economic redevelopment opportunities?</td>
<td>No intervention and proactive development would not be accommodated by current conditions</td>
<td>Sidewalk and pedestrian enhancements along Clinton</td>
<td>Main Street enhancements proposed along Clinton St.</td>
<td>Sidewalk and pedestrian enhancements along Clinton</td>
</tr>
<tr>
<td>Green infrastructure</td>
<td>Would the alternative incorporate green infrastructure design elements (stormwater and soft infrastructure)?</td>
<td>No existing green infrastructure design elements</td>
<td>Stormwater planters included as part of street enhancements</td>
<td>Stormwater planters included as part of street enhancements</td>
<td>Stormwater planters included as part of street enhancements</td>
</tr>
<tr>
<td>Community support</td>
<td>Is the alternative supported by the community?</td>
<td>The community desires greater bicycle and pedestrian facilities, and would like to see traffic slowed through the neighborhood.</td>
<td>One a scale of 1 to 10 (survey), the average rating for Alternative A was 5.4.</td>
<td>One a scale of 1 to 10 (survey), the average rating for Alternative B was 7.7.</td>
<td>One a scale of 1 to 10 (survey), the average rating for Alternative C was 6.6.</td>
</tr>
</tbody>
</table>
APPENDIX D. CONCEPTUAL DESIGN
APPENDIX E. ADDITIONAL DESIGN CONSIDERATIONS
22nd Avenue

General Description:
Add a 10-foot shared use path with a 4-foot buffer on the south side of the street. Maintain the existing back of sidewalk by reducing travel lanes to 10-feet and eliminating parking on one side of the street.

Design Considerations, Modifications, Challenges:
- Must comply with city’s Life Safety and Fire Department requirements (23’ clear)
- Provide alternating E/W and N/S stop sign orientation
- Where feasible, the shared use path was added back of curb to preserve parking at the following locations:
  - Clinton ↔ Dallas: added with development
  - Dallas ↔ Dayton: widened existing detached sidewalk
  - Macon ↔ Moline: to maintain existing bus lane
- Driveway on southeast corner of Lima & 22nd crosses existing sidewalk at a skew

23rd Avenue

General Description:
Add bike lanes in both directions. Maintains existing back of sidewalk by reducing travel lanes to 10-feet and eliminating parking on the north side of the street. Provide a 7-foot bike lane adjacent to parking to accommodate door swing.

Design Considerations, Modifications, Challenges:
- Emporia ↔ Geneva: provide shared lanes and preserve parking on both sides where street is narrower, and houses front only 23rd
  - E-W stop sign orientation at Emporia/Geneva with forward stop bars for bikes will allow bikes to establish themselves in the shared lane
- Stop-sign orientation primarily designed to provide bicycle through movement priority
- Bulb outs at intersection with Lima and Havana (to shorten N/S crossing of 23rd and define where parking is allowed)
- Widen sidewalk on north side of 23rd along Moorhead Recreation Center; widen back of sidewalk between the alleys, and into the street (eliminating parking on both sides) between the alleys and Hanover/Iola – necessary to eliminate impacts to utility poles
25th Avenue

General Description:
Add a 10-foot pedestrian, tree-lined boulevard with 4-foot buffer on the north side of 25th Avenue. Pedestrian boulevard to be added back of curb, with redevelopment/development or existing improved sidewalk would be modified for continuity.

Design Considerations, Modifications, Challenges:
- Must comply with city’s Life Safety and Fire Department requirements (23’ clear)
- Provide alternating E/W and N/S stop sign orientation
- Dallas ↔ Dayton, Fulton ↔ Galena, Moline ↔ Peoria: to be added with development
- Dayton ↔ Florence: Existing improved detached sidewalks along new baseball fields (missing section: Emporia/Elmira alley ↔ Elmira)
- Galena ↔ Hanover, Kingston ↔ Moline: Existing wider sidewalks could be improved for continuity
- Iola ↔ Kingston: Eliminate parking on north side of street
- Hanover ↔ Iola: need to maintain school pick-up drop-off parking lane on north side of 25th Avenue; eliminate parking lane on south side of 25th to widen/detach south side sidewalks along Moorhead and provide a buffer for the existing wider sidewalk on the north side
  - Remove signalized crossing and replace with RRFBs at the Fletcher/Moorhead driveway intersection 25th Avenue (Existing)

Clinton Street

General Description:
Designate Clinton Street as a pedestrian zone with detached sidewalks and amenities such as benches, lighting, etc. All intersections are all-way stops to provide pedestrian priority at the intersections and promote lower vehicular speeds. Maintains parking on both sides of the road, adding the 16-foot pedestrian zone back of curb; 8-foot buffer with amenities, 8-foot sidewalk.

Design Considerations, Modifications, Challenges:
- Tied to redevelopment of parcels along Clinton – Stanley Residential and Westerly Creek Village

Fulton Street

General Description:
Add shared lanes, traffic calming and traffic diversion to create a bike boulevard on Fulton Street. Provide improved 6-foot detached sidewalks on both sides of the road by widening back of curb. Eliminating parking on alternating sides of street using chicanes to provide traffic calming.

Design Considerations, Modifications, Challenges:
- Montview ↔ 22nd Avenue: Maintain existing detached sidewalk configuration
- Install a mini roundabout at Fulton and 23rd Avenue
- Limit north-south movements at 22nd and 25th to RIRO diverters with E/W stop sign orientation
  - Need to maintain ability for city’s Life Safety and Fire Department vehicles to maintain the through movement
Hanover Street

General Description:
Widen sidewalks on back of curb on both sides of the street between 23rd and 25th Avenues.

Design Considerations, Modifications, Challenges:
- 2 utility poles on the west side of the street
- Potential impacts to trees due to widening back of curb
- All-way stop control at Hanover/25th Avenue to create safe crossings surrounding Fletcher/Moorhead area

Havana Street

General Description:
Add bike lanes in both directions; eliminate east side parking and provide a northbound 6-foot bike lane and provide a 7-foot parking adjacent southbound bike lane. Add 5-foot detached sidewalks on both sides of the road with 4-foot buffers. Requires roadway reconstruction.

Design Considerations, Modifications, Challenges:
- All-way stop control at Havana/23rd Avenue to create safe crossings surrounding Fletcher/Moorhead area
- Utility poles along the east side of the roadway
- Several potential trees, fences, etc. that could be impacted by widening back of curb
- Change to E/W stop sign orientation at 22nd Avenue to maintain unimpeded bicycle flow through the intersection

Iola Street

General Description:
Add bike lanes in both directions north of 23rd Avenue connecting to bike lanes north of 26th Avenue; eliminate east side parking between 23rd Avenue and 25th Avenue. Eliminate parking on both sides of the road from 25th Avenue to 26th Avenue. Provide a northbound 6-foot bike lane and provide a 6-foot southbound bike lane. Add 5-foot detached sidewalks on both sides of the road with 4-foot buffers. Requires major roadway reconstruction.

Design Considerations, Modifications, Challenges:
- Maintain N/S stop sign orientation at Iola/23rd to facilitate transition from Havana bike lanes to Iola bike lanes via 23rd Avenue bike lanes
- All-way stop control at Iola/25th Avenue to create safe crossings surrounding Fletcher/Moorhead area
- Utility poles along the east side of the roadway
- Several potential trees, fences, etc. that could be impacted by widening back of curb
**Lima Street**

**General Description:**
Add shared bike lanes in both directions and add 6-foot attached sidewalks by eliminating parking on alternating sides of road. No change to back of sidewalk.

**Design Considerations, Modifications, Challenges:**
- All-way stop control at Lima Street/22nd Avenue to create safe crossings near Montview Elementary
- Montview Boulevard ⇔ 22\textsuperscript{nd}: Eliminate east side parking to accommodate on-street handicapped parking space on west side
- 22\textsuperscript{nd} Avenue ⇔ 23\textsuperscript{rd} Avenue: Eliminate west side parking
- 23\textsuperscript{rd} Avenue ⇔ 25\textsuperscript{th} Avenue: Eliminate east side parking

**Oswego Street**

**General Description:**
Provide 11-foot shared lanes, traffic calming and traffic diversion to create a bike boulevard. Add improved 6-foot sidewalks on both sides of the road by eliminated parking. Eliminate parking on alternating sides of street using bulb-outs to indicate the side of the street with parking and to provide traffic calming.

**Design Considerations, Modifications, Challenges:**
- Montview ⇔ 22\textsuperscript{nd}: Existing wider sidewalk on east side
- Provide an all-way stop at 22\textsuperscript{nd} Avenue to accommodate high pedestrian crossing volumes
- Install a mini roundabout at Oswego and 23\textsuperscript{rd} Avenue
- 22\textsuperscript{nd} ⇔ 23\textsuperscript{rd}. Opposing on-street handicapped parking spaces at north end of block, maintain existing cross-section through this segment
APPENDIX F.  COST ESTIMATES
### 23rd Avenue Oswego Mini Roundabout

<table>
<thead>
<tr>
<th>Item</th>
<th>Unit</th>
<th>Quantity</th>
<th>Unit Cost</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mini Roundabout</td>
<td>Each</td>
<td>1</td>
<td>$350,000</td>
<td>$350,000</td>
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<td><strong>Construction Cost</strong></td>
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<td></td>
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### 23rd Avenue Bike Lanes

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<tr>
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<tbody>
<tr>
<td>Shared Lane Markings</td>
<td>LF</td>
<td>1254.5</td>
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<td>Conflict Zone Markings</td>
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<td>60</td>
<td>$12.00</td>
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<td>Bike Lane Striping</td>
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<td>Bike Lane Symbols</td>
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<td>22</td>
<td>$275.00</td>
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<td>Bike Lane Signs</td>
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### Fletcher/Moorhead Pedestrian Crossing on 25th Avenue

<table>
<thead>
<tr>
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<th>Unit</th>
<th>Quantity</th>
<th>Unit Cost</th>
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</thead>
<tbody>
<tr>
<td>Removal of Asphalt</td>
<td>SY</td>
<td>800</td>
<td>$7.50</td>
<td>$6,000</td>
</tr>
<tr>
<td>Removal of Curb and Gutter</td>
<td>LF</td>
<td>600</td>
<td>$10.00</td>
<td>$6,000</td>
</tr>
<tr>
<td>Removal of Sidewalk</td>
<td>SY</td>
<td>287</td>
<td>$35.00</td>
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<tr>
<td>Unclassified Excavation</td>
<td>CY</td>
<td>311</td>
<td>$25.00</td>
<td>$7,775</td>
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<tr>
<td>Aggregate Base Course</td>
<td>TON</td>
<td>11.5</td>
<td>$50.00</td>
<td>$575</td>
</tr>
<tr>
<td>Concrete Sidewalk (6”)</td>
<td>SY</td>
<td>666.5</td>
<td>$80.00</td>
<td>$53,320</td>
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<tr>
<td>Curb and Gutter</td>
<td>LF</td>
<td>600</td>
<td>$35.00</td>
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<td>RRFB</td>
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<tr>
<td>Benches</td>
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<tr>
<td>Bike Racks</td>
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<td>Wayfinding/Signage</td>
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<td><strong>Total</strong></td>
<td></td>
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### Oswego Phase 1 - Bike Boulevard

<table>
<thead>
<tr>
<th>Item</th>
<th>Unit</th>
<th>Quantity</th>
<th>Unit Cost</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
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<td>Shared Lane Markings</td>
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### Lima Street Phase 1

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### 23rd Avenue - Sidewalk Hanover to Iola

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### Fulton Bike Boulevard Phase I

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### Iola Street Bicycle & Pedestrian Improvements

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**Federal Funding Add'l Requirements**

- **15%** Federal Funding Add'l Requirements
- **2 Blocks**

**Total**

- **$191,000** Per Block
### Havana St Bicycle & Pedestrian Improvements - Montview to 23rd

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### Oswego Street Phase 2 - Sidewalks

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*Oswego Street Phase 2 - Sidewalks:

1. **2 Blocks:** $382,000 Per Block

2. **3 Blocks:** $245,000 Per Block
## Fulton Bike Boulevard Phase 2

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## 22nd Avenue Phase 1 Shared Use Path - Moline to Oswego

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### 22nd Avenue Phase 2 Shared Use Path - Dayton to Moline

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### 22nd Avenue Phase 2 Shared Use Path - Dayton to Havana

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### 25th Avenue Phase 5 Ped Blvd - Galena to Iola

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</tr>
</thead>
<tbody>
<tr>
<td>Removal of Sidewalk</td>
<td>SY</td>
<td>1000.5</td>
<td>$35.00</td>
<td>$35,018</td>
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<tr>
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<td>CY</td>
<td>383.5</td>
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<td>22</td>
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<td>1250.5</td>
<td>$80.00</td>
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<td>Topsoil</td>
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<td>$1,005</td>
</tr>
<tr>
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**Construction Cost** $224,340

**Design & Environmental** 20% $44,868

**Construction & Design** $269,208

**Contingency** 40% $89,736 4 Blocks $359,000

**Per Block** $90,000

### 25th Avenue Phase 6 Ped Blvd - Kingston to Moline

<table>
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**Construction Cost** $193,938

**Design & Environmental** 20% $38,788

**Construction & Design** $232,725

**Contingency** 40% $77,575 4 Blocks $311,000

**Per Block** $78,000