

# Learn about biking in AURORA



## Myth Bike lanes negatively impact traffic

### Mythbuster

Traffic studies help us ensure that all modes will be served when bike lanes are added.

We are focused on maximizing the person capacity of our transportation system, not just the vehicle capacity.

Bike lanes can move the same number of people along a street in half the space of a general purpose lane.

Cities throughout the country have implemented 'road diet' projects that improved conditions for bicyclists without negatively impacting motorists.



## Myth Bicyclists don't pay for street construction/maintenance

### Mythbuster

Most local roads are built and maintained using Aurora's general funds, not gas taxes – everyone contributes to these funds when they pay property taxes and/or sales taxes.

Most bicyclists are also motor vehicle owners.



## Myth Bicyclists don't follow traffic laws and shouldn't be on the road.

### Mythbuster

Unless explicitly stated, bicyclists are allowed to ride on all roads in Colorado and have the same rights and responsibilities as motorists.

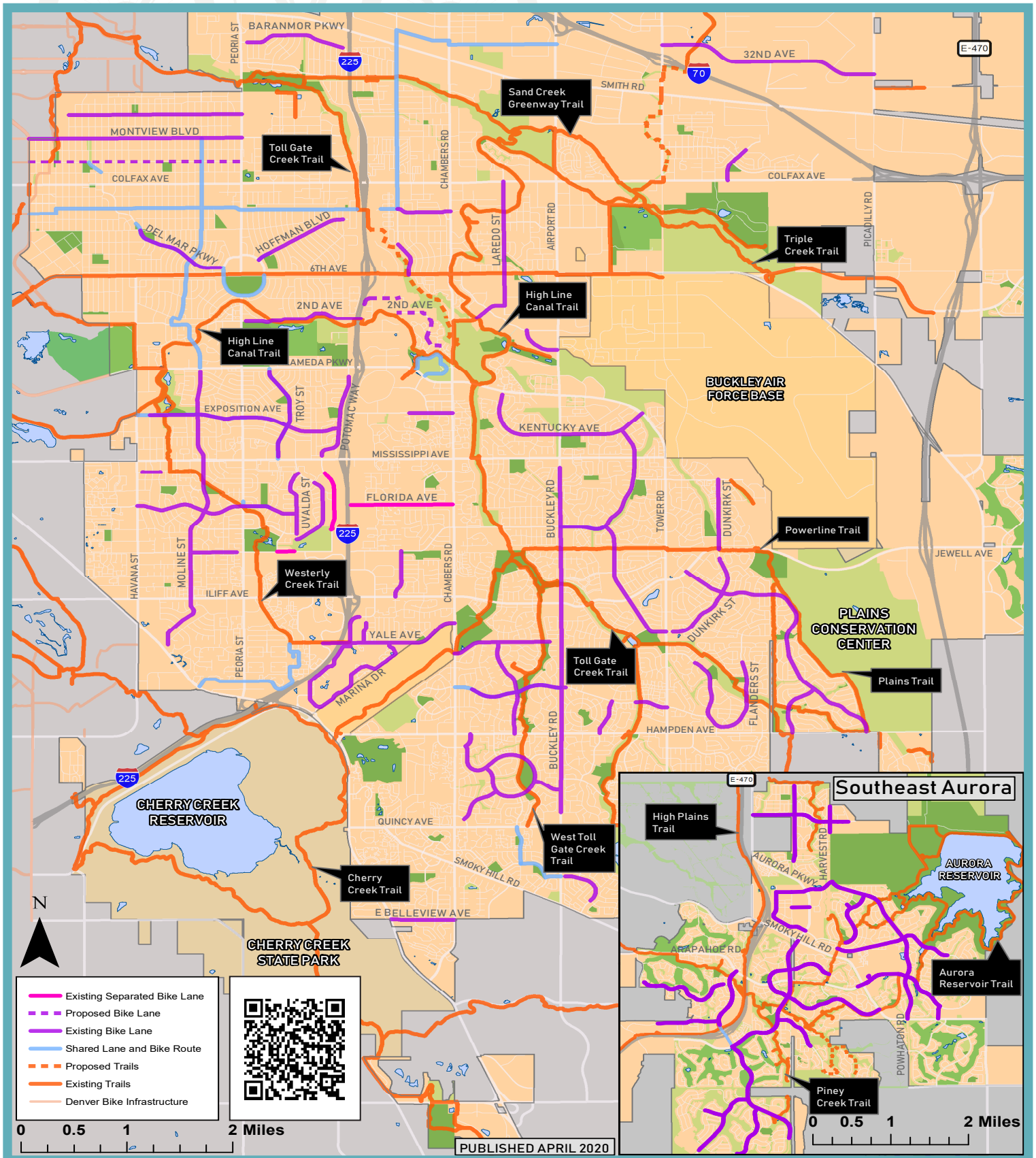
Just like motorists, bicyclists can be ticketed or penalized for violating traffic laws. Roads were being built long before the invention of the motor vehicle.

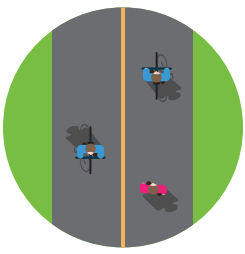
Motorists commit traffic violations at a similar rate to bicyclists.

Bicyclists are much more vulnerable than motorists and sometimes break traffic laws for safety reasons.



# A glance at where to bike in **AURORA**





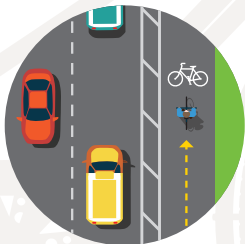
**Trails** Shared-use paths following alignments independent from the street network and used by all non-motorized modes



**Sideways** Separated paths along a street that serve bicyclists and pedestrians within the right of way (They are typically found along high-volume and/or high-speed streets. Bicyclists are allowed to ride on sidewalks in Aurora).



**Separated Bike Lanes** Exclusive space for bicyclists that is physically separated from both motor vehicle and pedestrian traffic through the use of curb, planter boxes, landscaping, and/or bollards (Separated bike lanes can be one-way or two-way).



**Buffered Bike Lanes** Exclusive space for bicyclists with an additional flush painted buffer between bicycle and motor vehicle traffic (Buffers may also be provided between the bike lane and an adjacent parking lane).



**Bike Lanes** Portion of the street that has been designated for preferential or exclusive use by bicyclists with lines and symbols on the pavement surface (Typically found along collector streets and some minor arterials, they do not provide a high level of comfort along high-volume and/or high-speed streets).



**Shared Lanes** Low-speed, low-volume roadways providing access to destinations (Shared lane markings - or "sharrows" - may be provided to denote where bicyclists are anticipated to ride).

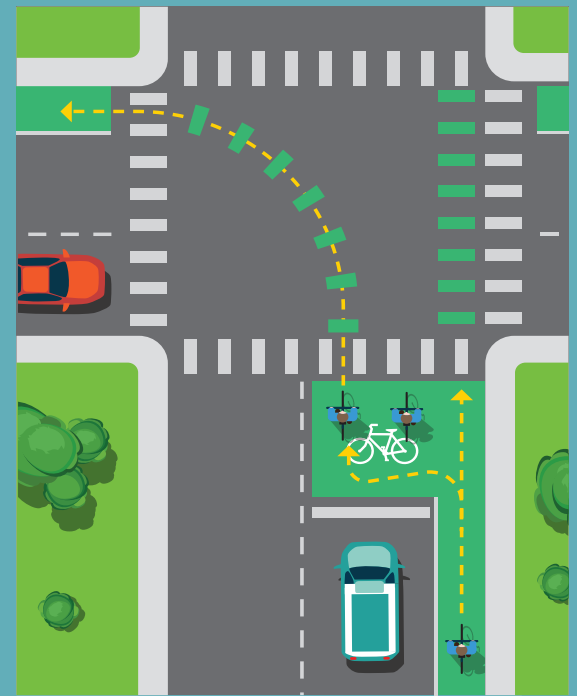


**Bicycle Boulevards** Typically residential streets that discourage speeding and cut-through motor vehicle traffic to provide a safer and more comfortable environment for bicyclists and pedestrians (Traffic calming features are often implemented along them).

In addition to the facilities themselves, there are several intersection treatments that have been installed throughout the metro area to help facilitate safer crossings for bicyclists. Treatments you may come across in Aurora and the surrounding communities include:

## Bike Signals

Dedicated signal for bicyclists provides a protected phase to cross with no conflicting motor vehicle movements. They are typically paired with video or loop detection technology for actuation.



**Bike Boxes** Pavement markings installed at controlled intersections provide bicyclists a space in front of motor vehicles to wait for a green light before proceeding through or turning left. Motorists must stop behind them.

## Conflict Zone Markings

Markings indicate intended path of bicyclists and raise awareness to potential conflicts areas.

## Left-Turn Queue Boxes

Pavement markings installed at controlled intersections facilitate two-stage left turns for bicyclists. Where provided, bicyclists proceed through an intersection as if crossing straight through until reaching the box, stop in the box, orient their bicycle in the proper direction, and await a green light.

# Bicycle/pedestrian questions and ANSWERS

**Q.** How is investing in bicycle and pedestrian infrastructure beneficial for the entire community?

**A.** **Safety:** Complete streets that safely serve all modes have lower crash rates.

**Environmental Benefits:** Bicycling does not produce greenhouse gas emissions, while motor vehicles are responsible for 20% of all emissions.

**Economic Benefits:** Active transportation contributes over \$1.5 billion annually to Colorado's economy.

**Economic Benefits:** Bike facilities have been linked to increases in property values.

**Public Health:** Increased levels of bicycling and walking are linked to lower mortality rates because more physical activity can help reduce the risk of numerous chronic diseases and obesity.

**Accessibility:** A high-quality bicycle and pedestrian network enhances access to transit.

**Q.** If bicyclists are allowed on all streets, why do they need separate infrastructure?

**A.** Providing dedicated separate spaces for bicyclists and autos improves safety for both modes.

Many people interested in bicycling are not comfortable sharing streetspace with larger and faster motor vehicles.

**Q.** Why do bike lanes abruptly stop, creating gaps, and what is the city's process for addressing them?

**A.** Building out a comprehensive active transportation network takes time and money.

The city has made significant process in building additional bicycling and pedestrian facilities in the past ten years (see inside for map)

**Q.** Why are there stretches of missing sidewalk in the city, and how do they get filled? Why are there some narrow sidewalks in the city?

**A.** Older neighborhoods in the city were built prior to sidewalk requirements.

Sidewalks are often built with new development.

The city is actively seeking funding opportunities to close sidewalk gaps.

**Q.** Are bicyclists allowed to ride on the sidewalk?

**A.** Different cities have different rules. Bicyclists are allowed to use the sidewalk in Aurora but not in Denver.



For more information about biking and walking in Aurora

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

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

 Nextdoor   