



Public Meeting #2 Comment Summary

March 2018

The Westerly Creek to Toll Gate Creek Trail Connector project's second public meeting was held on March 22, 2018 at the EcoTech Institute in Aurora. This meeting was held from 4:30 – 6:30 PM in an open house format. Attendees were invited to learn about the project and to comment on the initial alternatives developed for each project segment. Approximately 35 members of the public attended the meeting.

Following is a summary of comments submitted by open house attendees on comment sheets and maps on tables, and those recorded by project staff during one-on-one conversations with attendees. This summary includes comments received through March 22, 2018.

What are your overall comments regarding the planned improvements?

- Look good.
- Look great!
- The plan seems ok except for the bi-directional bike paths aligned on one side of the roadway. It seems to me to be a hazard for both vehicle and bike traffic since we drive and ride on the right hand side of the road.
- I would assume you anticipate bikes and bike traffic to increase to a point when spending for this project is worthy of the expense.
- In general – great! Adjustments never go without a hitch, but it looks like this plan in broad terms is a balance between practical and interruptive.
- Well designed – especially like the separated bike lanes. Also, all the consideration that has been given to intersections and transitions.
- I really like the plans for the bike lane/turning lane on Mexico Avenue. Living in that area it would slow traffic down and make the neighborhood safer.
- I like them.
- They look very good. Impressed that there are separated bike lanes, they will help promote bicycling among people who would be scared or unused to sharing the road with cars.
- I am pleased to see the project going forward. I am a long-time member of Bicycle Aurora, and worked alongside other members to raise awareness of the great opportunities for cyclists in Aurora.
- Like. Like green striping to guide bicycle traffic. Suggest street lighting for Tucson, something to alert southbound drivers. Like the division along Jewell in front of school. One side bikes, one side auto drop-off of riders. Like the protected bicycle lanes.



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Do you have suggestions for minor design adjustments that should be considered as the project moves from preliminary into final design?

- School to provide some parking for games.
- Please address the speed on Abilene Street and Florida. Pedestrians and cars turning onto Florida is a hazard.
- Move the bike paths to go with the flow of traffic. Bike traffic should be on the right hand side of the road as the cars are.
- Parking along Florida during sporting events at Gateway's ball diamond and track football fields conflicting with residents that have more than two vehicles that should be parking on the north side of Florida.
- Pedestrian-activated signals at all crossings that do not otherwise have a signal or stop sign.
- Improved pedestrian right-of-way along Abilene would be great for accessing businesses along Abilene via foot or bike.
- Traffic light at Abilene and Florida will need to be reset to better allow that only a single lane on Florida can access a turn lane.
- Not much, just signage so people don't get lost, especially within the neighborhoods where connectors are placed. Maybe bikes at key points on the trails, so that they are visible to anyone who might want to use them (e.g., on street and trail junctions).
- Alert to more electric bicycles, greater speeds, longer battery life. What will the lanes be like with more electric bikes?
- Closer to the R line, the only way to access the Westerly Creek trail at Iliff is to park in a neighborhood, office parking lot clearly labeled "no trespassing", or over on the north side of Iliff in the spaces reserved for Panera customers. That is another easy one to remedy, designating some of the existing retail parking for trail users.
- On Quincy just north of the Quincy reservoir east of Chambers—there is a lovely trail, but the only way to access it is to park in an apartment complex to the west of the trail, under the sign that says "Tenant parking only, all others will be towed at Owners expense" which does not make for a very peaceful time out on the trail. The city could easily rent 3-4 spaces from that apartment complex and label them for trail users. It would be inviting, and send a message that the City encourages trail users.

What impacts of the improvements are you concerned about? Please list your suggestions for avoidance or mitigation of these impacts.

- School to provide some parking for games.
- Speed on Abilene & Florida & station area. Area is too narrow for posted speed. People exiting the station have to stick heads into traffic to cross. People turning onto Florida have cars zipping by at 40 mph on both sides of car. Too narrow.
- The bike paths should be separated and not on the same side of the road.
- Safety. Any planned (covered) protection of "parked" bikes?



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- Perhaps “phones” along the route for emergency situations.
- Need to make certain the city will sweep and plow the bike lane when needed.
- Re: parking on Florida – Moving the street parking down a block is not preferred. I use Florida parking every Saturday when riding on the H line downtown. I do not like where the new parking is moving.
- Traffic flow.
- By designing specific traffic lanes on Florida Avenue there should be increased traffic enforcement from Abilene to Chambers as these long, straight stretches most often have speeds well above the posted limits.
- Not much, looks good. Increase in cars hitting pedestrians and bicycles. Signage to make sure everyone is aware.

What do you see as the largest benefits of the proposed design?

- More people able to attend school activities.
- Safe bike paths.
- More direct access for bicycle traffic – plans?
- Foot and bike access across 225, and more practical pedestrian right-of-way along Potomac.
- Connection of current trails.
- More ridership on the H&R line.
- Healthy/safe biking.
- Smoother flow of bike/ped trails.
- Promotes cycling as a transport method, increases safety for cyclists and pedestrians. Greater health as people rely less on cars.
- It will make it easier to get around. Protected bike lanes!
- Safety as cyclists cross from Westerly, from Utah to light rail station or just onto Tollgate Creek.

Please provide general suggestions and comments regarding this project.

- I hope this project can serve as a model for future bike infrastructure in Aurora.
- Great project. I had questions concerning school activity and less excess parking in neighborhood.
- I don't think having two-way bicycle lanes on one side of the street is a good idea. Bicycle traffic should be made to go with the flow of traffic on the right hand side of the roadway. No bi-directional bicycle traffic on one side of the road!
- Make a data request to LimeBike/ofto/SPIN bikes for area usage statistics if not already done; incorporate that data into planning/marketing and efforts to (re)direct bicycle traffic in area around station and the neighborhoods those bikes are going to/from.



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- Arkansas drive to Florida is the easy way out of Sable Ridge. We have people walking in our neighborhood now going to the light rail. Now the bikes will take shortcuts through our neighborhood causing more congestion.
- Seems to be progressing well, incorporating ideas from previous public meeting and presenting new alternatives. I liked very much the capability to work on map ideas for improvement.
- General plans for this area of Aurora appear to be well suited for better flow and safety of non-auto traffic.
- Reducing Florida Avenue to 2 lanes at the intersection with Abilene will effectively eliminate the “Right turn on red” function. As a long line of cars backs up behind the 1 or 2 cars turning left waiting for a left turn arrow. All other cars will be forced to wait behind them as well. Waiting for the left turn arrow to clear the left turning vehicles. Very inconvenient!
- Keep lanes free of road trash, broken glass and loose gravel.
- Tuscan intersection will be a big improvement during school pickup and drop-off.
- I really like the flashing beacon at Vaughn leading into the wetlands and like the proposed bike/ped crossing at Potomac.
- I love this project! Eco-Tech President.
- Lighting at Tucson/Jewell would be nice.
- Now will plowing the bike facility be prioritized within the street plowing program?
- Very concerned with long delay for WB right turns at Abilene without a separate right-turn lane (the delay to turn left right now is very long).
- I think this project is going to be great!
- I often bike ride from the Florida Station overpass to Potomac, and then to Jewell. The crossing at Potomac is problematic on the West side of the street. There, one must make a VERY sharp left turn on a very narrow sidewalk to go southbound on Potomac.
- The Potomac sidewalk needs to be widened at that point so that bikes can make a left turn, and also allow 2-way bike/pedestrian traffic at that point.
- Thanks for holding the open house on the issue, and for all you do!
- I am a dog walker, and I would like to explore more of Aurora’s trails but there is no way to access them from a car without crossing a heavily traveled 4-6 lane roadway. There is no available or accessible parking at any of the locations where trails are visible and tempting from the street. Examples: Chambers south from Yale, beautiful trail on the west side of Chambers, but no way to park and walk unless you park at the Olympic Park on the east side of Chambers and cross the 6 lane, 8 counting turn lanes, roadway before you ever get to the trail. For a person with a dog, a child or a stroller, or a bike it is dangerous and foolish. The city could easily carve out more of the west side of the roadway, move the fence west a bit and provide parking on the west side of Chambers to access the trail. People already make their own pull-in parking there and park illegally now. Not very peaceful to have to worry about returning to find your car gone.
- There are many more examples if you just drive around and look for trails to access. People can’t use trails if they can’t park their cars safely. Before you worry about painting bike lanes on streets,



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find a place for the cars to park so that people can get out of their car and use their bikes on the trails.

Comments from maps on tables:

Jewell West Segment

- Tucson Street
 - » Dark street—need street lights on northwest and northeast corners of Jewell Avenue
 - » On northeast corner: Art in public places request here!
- "Road diet"

Jewell Wetlands Segment

- Transition from Jewell Avenue to Jewell Wetlands
 - » Wayfinding signage here
- Connection to trail from school track with signalized crossing across Jewell Avenue
- Facility:
 - » 15' width with 5' crusher fine and 10' cycling lanes
- Parking lot
 - » Bike repair station
 - » Port-o-lets

Potomac South Segment

- Transition from Jewell Wetlands to Potomac South
 - » Requesting: rectangular rapid flashing beacon
 - » Will there be a push button signal? Like at Highline at Alameda or Westerly Creek at Iliff?
- Cross section
 - » Like the separated lane

Potomac North Segment

- Louisiana Ave intersection
 - » Extend bike facility to Mississippi for bikers coming to/from north?

Florida Avenue Segment

- Abilene Street intersection
 - » Concerns in safety at barrier
 - » Request: striping
 - » Like the realigned crosswalks



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- » If the westbound direction goes to a single multi-direction turn lane, the light timing should be sped up. Taking a left right now takes a bit of time, while making the right is quick and easy.
- Like the green striping throughout
- Parking
 - » I like the current parking location on the north side
- Art in public places request at the station pick-up/drop-off area
- Lots of vehicles parked at the house between Iowa Drive and Carson Street, sometimes there are even trailers
- Sable Boulevard intersection
 - » Training to make sure bicyclists need to behave as vehicles
- Improved crosswalk at Chambers Circle/Evanston Street
 - » Maybe button activated for crossing—need to have better crossing here given the close proximity to the school with students
- Chambers Road intersection
 - » Support for bicyclists crossing with an exclusive bike phase (☺)

Toll Gate Creek Segment

- Helena Circle and Idalia Street intersection
 - » Signage please, so people don't get lost
- Kingsborough Park
 - » Wayfinding signage request here at entrance to Kingsborough Park
 - » Art in public places request at entrance to Kingsborough Park
 - » Bike facilities here: repair station, lighting, benches
- What are the chances for a future foot bridge to connect the existing Toll Gate Creek Trail with the future Westerly Creek Trail?
- Wayfinding signage where trail meets Mexico Avenue
- Yes! to bike lanes in both directions on Mexico Avenue
- Mexico Avenue of Proposed Cross Section (separated bike lanes in both directions)
 - » Like
 - » Great!
 - » Good!
 - » I like!



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How did you hear about this meeting?

- Received postcard mailer: 5
- Email from project team: 2
- Saw it on Channel 8: 0
- City of Aurora social media: 2
- Word of mouth/Forwarded email: 1
- Other: 1 (Bicycle Aurora)

How do you use the transportation system in the project area?

- I live here: 8
- I work here: 1
- I commute through: 2
- I use the existing trails: 5