Public Meeting #1 Comment Summary

October 2017

The Westerly Creek to Toll Gate Creek Trail Connector project’s first public meeting was held on October 17, 2017 at 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. More than twenty members of the public attended the meeting.

Following is a summary of comments submitted by open house attendees on comment sheets, recorded by staff during one-on-one conversations with attendees, and gathered during meetings with project stakeholders. This summary includes comments received through January 2, 2018.

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

- I live here: 8
- I work here: 3
- I commute through: 7
- I use the existing trails: 11
- I travel to a school in the project area: 1

Describe your ideal bicycle facility by project segment. Which alternative do you prefer and why? What type of vertical separation do you feel is needed?

- One way separated planters

Jewell Avenue West Segment

- Preference for Alt #1 (Two-Way Separated Bike Lanes on North Side): 4 people
  » Keeps trail away from schools.
  » Issue of kids crossing Jewell from south side to the north side where facility is.
  » Parents probably worried about kids crossing the road too.
  » Maybe add connection to Prairie Middle School from the south.
  » Preference on north side.
  » Less impact with contact to vehicle traffic.
  » Putting the pick-up/drop off lane on the opposite side from the school seems less than ideal (as it is depicted in Alt. 2)

- Preference for Alt #2 (Two-Way Separated Bike Lanes on South Side): 1 person
- Preference for off street (not an official alternative): 2 people
- General comments
I would like to see the use of the flashing light on Jewell Avenue as the transition point if the trail crosses the street (or add another).

A little worried about two-way separated in general. But on south side might be cool to try in front of the school.

Move RRFB further west to where Jewell Wetlands path comes to street.

Cherry Creek School District/Overland High School recognizes benefits and impacts of alignment on both the north and south side of Jewell. Logistics of school transportation will need to be worked through. Alignment on the south side (with adequate crossing to Utah Park) seems to make the most sense if the school transportation issues can be solved.

**Jewell Wetlands Segment**

- **Preference for Alt #1 (Upgraded Off-Street Facility on West/North Side of Potomac Street/Jewell Avenue)** – 7 people
  - Like trails that are separated from streets and sidewalks when possible.
  - Prefer this than Alt #3 (since it is existing and separated).
  - Might be an issue of Jewell Wetlands people not wanting bikes in the park.
  - Like separation of bike and peds and then get to go into the park.
  - Off-street travel where possible always provides optimal cyclist safety

- **Preference for Alt #2 (Two-Way Separated Bike Lanes on West/North Side of Potomac Street/Jewell Avenue)** – 2 people
  - On-street preferred. Keep bike and ped traffic separate.
  - Alt #2 preferred because drivers are already looking for peds coming in the wetlands.
  - Gravel washoff on Wetlands Trail could be an issue for bikes.

- **Preference for Alt #3 (Two-Way Separated Bike Lanes on East/South Side of Potomac Street/Jewell Avenue)** – 1 person

**General comments**

- Riding along the wetland side would have a safer passage and fewer driveways/streets.
- Less impact with contact to vehicle traffic.

**Potomac Street South Segment**

- **Preference for Alt #1 (Two-Way Separated Bike Lanes on East Side)** – 4 people
  - Only one alternative and I can think of none additional.
  - Like the separation between traffic and with peds.
  - Seems like a good plan!

- Don’t like Option 1. Ped and bike must cross street. No way for traffic to cross from north segment without crossing traffic. Needs a light, tunnel on bridge.

- **Preference for off street (not official alternative)** – 2 people

- The Medical Center of Aurora requested safe physical barrier separation.
Potomac Street North Segment

- Preference for Alt #1 (One-Way Bike Lanes) – 1 person
- Preference for Alt #2 (Two-Way Separated Bike Lanes on East Side) – 7 people
  - Matches next segment. Consistent with #2 on south segment. Less contact with traffic.
  - Keeps trail away from hospital traffic.
  - Like separation from traffic.
  - Prefer trails/separation from traffic instead of riding on the street.
  - Need more signs as reminders for people to share the space between bikes and peds.
  - To stay away from medical center on west side (emergency access issue).
  - Keeps bikes on one side of street and reduces conflicts on west side.
  - Better on east next because doctor offices which closes early hospital open at all times.
  - Potomac put bike lanes on east side to avoid hospital traffic.
  - Preferred by The Medical Center of Aurora to maintain consistency with the Potomac South segment and avoid emergency vehicle traffic. Safe physical barrier separation was requested.
  - Separated bike lanes are safer for bicyclists.
- Preference for off street (not an official alternative) – 2 people

General comments

- West Toll Gate Creek is really nice now.
- To get to light rail, would go to Nine Mile instead of biking up here.
- Currently ride on sidewalk instead of in the street because not comfortable on the street.

Florida Avenue Segment

- Preference for Alt #1 (Two-Way Separated Bike Lanes on North Side) – 6 people
  - Keeps trail separated from many, needed access points from heavily used housing side.
  - Personal reason (either way is good, #1 better for me.) I like #1, homeowner and Florida separation of traffic and backyard with vehicle traffic. Safer for home on south.
  - Because of fewer driveways.
  - Seems easier to implement than Alt. 2.
- Preference for Alt #2 (One-Way Separated Bike Lanes) – 2 people
  - Parking on north for sight lines.
- Preference for off street (not an official alternative): 2 people
- Preference for facility to be on the south side and parking on north side: 1 person
  - The entrance to the light rail connection bridge is on the South side.
  - Daily, there are more than 120 vehicles that enter Florida Ave from the South side (Winchester HOA, San Francisco townhomes, Carson Apts.) , and less than 20 enter from the North side.
When vehicles are parked on the South side, vehicles entering Florida Ave from the South must pull almost halfway into traffic before they can enter Florida Ave.

The North side is almost all wooden privacy fences, and parking on that side would not hinder the view from any homes on the North side.

There is a small hill that further hinders a line of sight when vehicles are parked on the south side, and an eastbound vehicle cresting the hill cannot be seen until it is too late.

General comments

Parking important on Florida but not from someone on Florida in neighborhoods managed by permit program. Too much space for bikes.

Roads are for bikes.

Roads are for cars not bikes!

Bike lanes remove parking!

Aurora Public Schools/Gateway High School has no concerns with the possibility of losing parking on the north side of Florida. The access road on the east side of the Gateway High School property needs to maintain access from Florida for buses entering the school property using the access road east of the track (all buses using this turn right from Florida onto the access road).

Toll Gate Creek Connection

Preference for Alt #1 (Sharrows along Helena Circle to Idalia Court and Off-Street Facility to Mexico Avenue) – 2 people

Prefer Alt #1 instead of Alt #2 because more direct (not going backwards like Alt #2).

Alt #1 and Alt #3 is a tie – really like one-way separated bikeway along Mexico.

Alt #1 slightly preferred because of park access instead of having to go on neighborhood streets.

Preference for Alt #2 (Sharrows along Helena Circle to Idalia Street through Kingsborough Park) – 3 people

Minimizes travel on Mexico.

I like 2B especially because bridge allows connectivity to the east side of Toll Gate but understand dollar considerations.

Alt #2B.

Much better than Alt #1.

Bridge by Toll Gate Creek School (north of here) to cross the creek trail.

Keep lanes on Mexico. Prefer Alt #2 for Toll Gate Creek connection.

Preference for Alt #3 best (Sharrows along Helena Circle to Idalia Street to Mexico Avenue) – 2 person

Shortest

Route seems more direct and separated lanes on Mexico seem easier to implement.

- Preference for off street (not an official alternative) – 2 people

General comments

- Really like separated bike facility along Mexico
- Don't worry about providing access to Kingsborough Park – just a pocket park
- Probably not good to take a lane in each direction (Alt 3) because people want to get to work and they don't want to wait in traffic.
- Love the light for Toll Gate Creek Trail.
- Sewer improvement project – part of Toll Gate Creek Trail improvement. Does that have any impact on this project?

General Suggestions and Comments

- Thanks for asking us to come.
- Try to avoid crossing traffic to transition to another bike route. Try to keep the side on flow consistent.
- Separation barrier can be best determined by the alternative selected.
- On street markings, including green point markings, as well as street signage for driver alert should be used.
- Would be good to have street markings used, especially the parking lane so people use the roadway space better.
- Excellent. Nice job.
- Appears team did a lot of preparation, planning, considering alternatives, and presentation of their work. Presentations were organized and give both graphic and pictorial representations of the different segments along with alternatives considered. Dialog with team members allowed for better understanding and input from users who may have had different opinions. Opinions and observation were recorded.
- Off street sites. Use Powerline Trail. The bridge at Mexico is dangerous.
- Off street sites when possible. Consider using the Powerline Trail. No bicycle path over bridges on Mexico cross Tollgate Creek at the Powerline Trails within residential streets – slower moving traffic.
- I prefer the cyclists being on the same side.
- The fastest route from the Florida Station to Horseshoe Park would work best for me.
- Connecting along Jewell and Powerline.
- Off street facilities preferred.
- Sable between Jewell and Florida, flashing light at school—move north to the school zone, small where is it?
- Curb along W. Potomac – good to corral drainage.
- Box culvert crossing to cross Potomac.
- Bike detection key.
- Bike lockers?
- Toll Gate Creek difference on user – commuter vs. recreational.
- Wheeling bikeway.
- I hope this project can serve as a model for future bike infrastructure in Aurora.