



Aurora-Licton Springs Home Zone

Steering Committee Meeting
September 27, 2022

Meeting Agenda

1. Introductions
2. Home Zone Overview
3. Community Walks and Feedback
4. Crash Data
5. Speed and Volume Data
6. Next Steps
7. Question and Answer



Home Zone

What is it? A plan that engages the community to develop a prioritized approach to improve mobility and neighborhood livability. Interventions include:

- Traffic circles
- Speed humps
- Stay Healthy Streets
- Cost-effective walkways
- Activation and beautification
- Trees and greenery
- Treatments coordinated with other City departments



Community Walks

- Four community walks throughout the month of August
- 228 comments received
 - 83 in the NE quadrant
 - 42 in the NW quadrant
 - 15 in the SE quadrant
 - 74 in the SW quadrant
 - 14 general comments



Walking Tour Dates:

NW - August 3, Wednesday, 5:30 - 7:30pm

1 Fremont Ave N & N 100th st

SW - August 10, Tuesday 5:30 - 7:30pm

2 Fremont Ave N & N 88th st

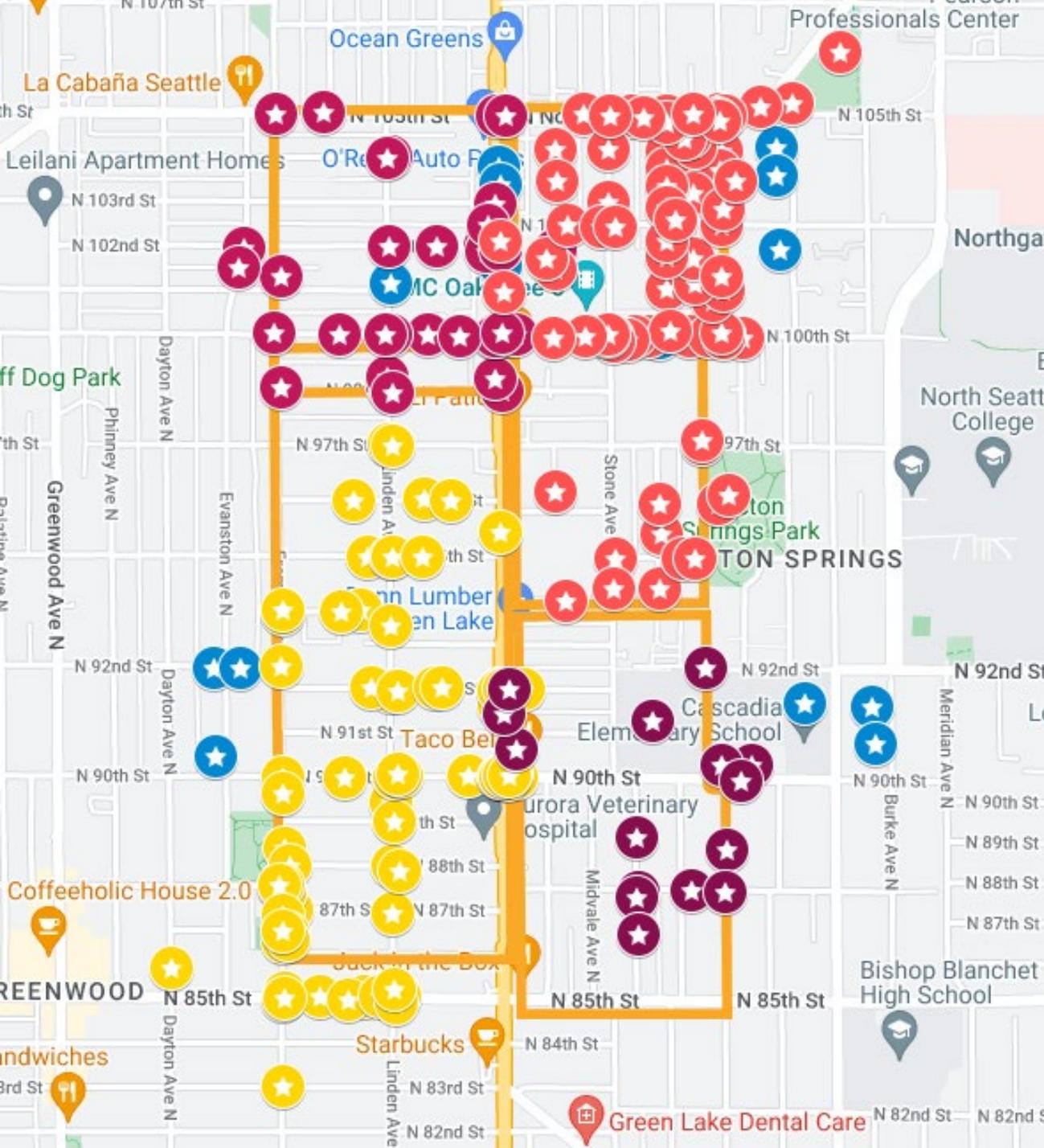
NE - August 17, Wednesday 5:30 - 7:30pm

3 Ashworth Ave N & N 97th st

SE - August 20, Saturday 10:00 - 12:00pm

4 Stone Ave N & N 90th st

Join Us!



Feedback by Location

Locations with the most comments:

- Fremont Ave, 85th St to 90th St (18)
- Linden Ave, 85th St to 104 St (30)
- Aurora Ave, 90th St to 92nd St (14)
- Aurora Ave, 98th St to 105th St (23)
- Interlake Ave, 100th St to Northgate Way (11)
- Ashworth Ave, 100th St Northgate Way (14)
- Northgate Way, Aurora Ave to Ashworth Ave (15)
- 100th St, Fremont Ave to Ashworth Ave (31)
- 85th St, Fremont Ave to Linden Ave (11)



Transportation Issues

- Missing, substandard, and inaccessible sidewalks
 - Desire to extend existing walkways (i.e. 100th St)
 - Missing curb ramps
 - Vegetation management
- Speeding and cut-through traffic
 - Need for traffic calming
- Poor visibility at intersections
 - Overgrown vegetation
 - Lighting
- Lack of safe crossings
 - Need for additional pedestrian and bike signals
 - Long wait times
 - Turning conflicts
- Lack of pedestrian access through Robert Eagle Staff MS campus



Other Issues Identified

- Need for more mixed-use development and small businesses
- Litter
 - Need for needle collection and pet waste disposal
- Desire for additional public space
 - Interest in expanding pea patches (especially along Evanston Ave City Light property)
- Homelessness
 - People living in RVs and cars in various locations
- Greening
 - Tree planting
 - Green stormwater infrastructure (GSI) opportunities
 - Open ditches along Fremont Ave

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CRASH DATA



Home Zone Boundaries

• • • Home Zone Boundary

Crashes (past 3 years)*

-  Two or more total crashes
-  Bike crashes^{multiple}
-  Pedestrian crashes^{multiple}

*Data Source: SPD recorded by Traffic Records; Evaluation period: 9/17/19-9/17/22; Does not include 'Property Damage Only Collisions'

Existing Conditions

-  Sidewalks
-  Median Island
-  Neighborhood Greenway
-  Traffic Circle
-  Speed Cushion/Hump
-  Pedestrian 1/2 Signal
-  Traffic Signal
-  Private School
-  Public School

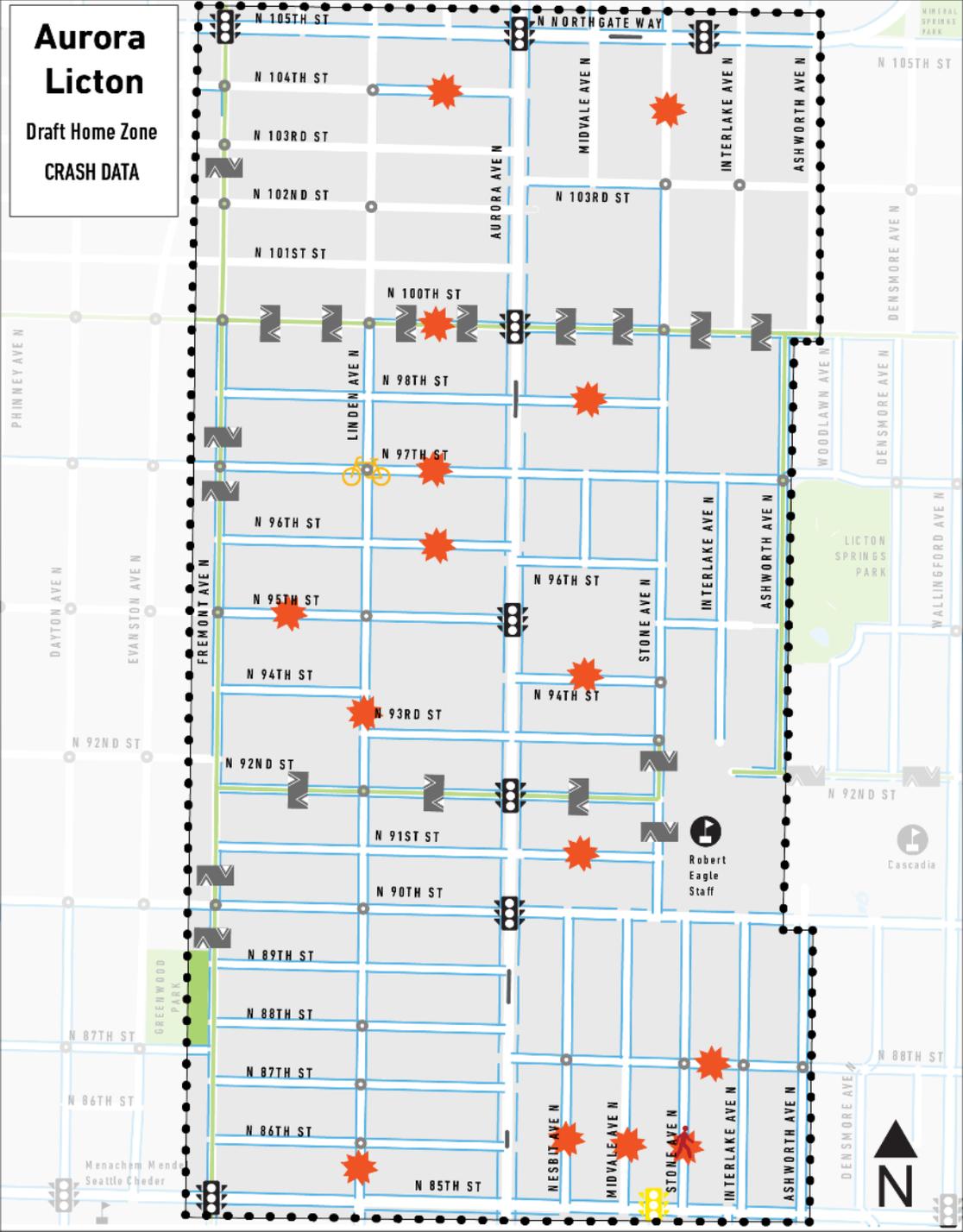


Crash Data

- Pedestrian crashes are generally concentrated along Aurora Ave
 - Arterials are a major barrier
- Bike crashes on Linden Ave and 85th St
- Lots of mid-block crashes on local streets adjacent to 85th St and Aurora Ave

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CRASH DATA



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••• Home Zone Boundary

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Sidewalks

Median Island

Neighborhood Greenway

Traffic Circle

Speed Cushion/Hump

Pedestrian 1/2 Signal

Traffic Signal

Private School

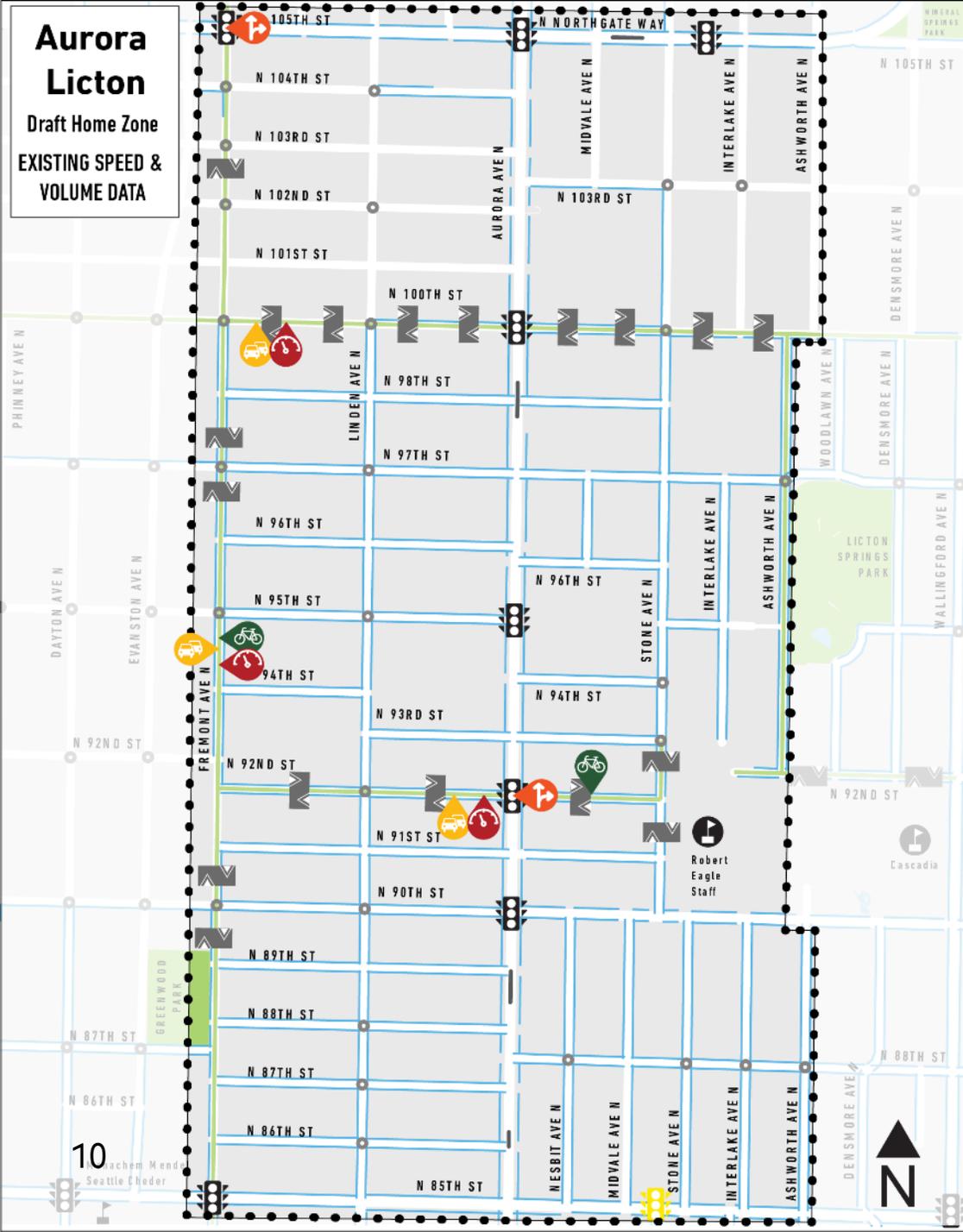
Public School

0 250 500 1,000 Feet

Crash Data Non-Arterial Streets

- Bike crash on Linden Ave at 97th St
- Pedestrian crash on Stone Ave north of 85th St
- Lots of mid-block crashes on local streets adjacent to 85th St and Aurora Ave
- Aurora Ave Project will address many arterial crash locations

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EXISTING SPEED &
VOLUME DATA



Home Zone Boundaries

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Existing Data

- Speed Data
- Bicycle Counts
- Traffic Count
- Turning Movement Counts

Existing Conditions

- Sidewalks
- Median Island
- Neighborhood Greenway
- Traffic Circle
- Speed Cushion/Hump
- Pedestrian 1/2 Signal
- Traffic Signal
- Private School
- Public School



Speed & Volume Data

- Existing speed and volume data in several locations
- Will need to collect additional data for areas of concern where the community is interested in traffic calming or improvements that would affect capacity
- Turning movement counts include people walking and bicycling

Next Steps

- Collect additional comments from the community
- Explore potential traffic calming and pedestrian safety improvements and analyze their feasibility based on traffic volumes, speeds, and geometric constraints
- Identify interagency coordination opportunities to respond to other community concerns



Examples: Potential Home Zone Treatments



Dedicated Pedestrian Space, Georgetown



Speed Humps, Highland Park

Examples: Potential Home Zone Treatments



Dedicated Pedestrian Space, NE 90th St



Partial Street Closure / Diverter

Examples: Potential Home Zone Treatments



Examples: Potential Home Zone Treatments

