

CITY OF **AURORA**

BICYCLE & PEDESTRIAN PLAN

AURORA COMMITTEE OF THE WHOLE



PLAN OVERVIEW

INTRODUCTION

- Overview of the purpose and goals of the plan.
- Background information on the importance of promoting bicycle and pedestrian infrastructure.
- Scope and timeline of the plan.

PUBLIC ENGAGEMENT

- Description of the public engagement process, including methods used to gather input
- Summary of events.
- How public feedback influenced the plan's development.

EXISTING CONDITIONS

- Overview of the current bicycle and pedestrian infrastructure.
- Analysis of the quality, connectivity, and safety of existing infrastructure.
- Identification of challenges and constraints.

NEEDS ANALYSIS

- Assessment of existing and projected demand for bicycle and pedestrian infrastructure.
- Evaluation of gaps, barriers, and deficiencies in the existing infrastructure network.
- Equity and socioeconomic analysis.

RECOMMENDATIONS

- Proposed improvements and enhancements to the bicycle and pedestrian network based on the needs analysis, public input, and research.
- Identification of priority areas or projects for implementation.

POLICIES & PROGRAMS

- Development of policies and guidelines to support and prioritize bicycle and pedestrian infrastructure.
- Consideration of educational programs, safety campaigns, and encouragement initiatives to promote active transportation.

PURPOSE & GOALS

➤ PURPOSE

The purpose of the Bicycle and Pedestrian Plan is to foster equity and accessibility by developing a framework that ensures safe, convenient, and inclusive mobility options for all residents, regardless of their mode of transportation or socioeconomic background.

➤ GOALS

- Improve Equity and Accessibility
- Enhance Bicycle Infrastructure
- Improve Pedestrian Infrastructure
- Promote Education and Encouragement
- Achieve Gold Status Certification by League of American Bicyclists

PUBLIC ENGAGEMENT

- Public engagement began in June 2023 and lasted throughout the duration of the project.
- The project team attended City events, conducted stakeholder and focus group interviews, held a public open house, and collected data through a public survey and interactive map.
- In the public survey, participants were asked about their experiences, ideas, and concerns regard the existing active transportation environment in Aurora. The survey received 722 responses.



PUBLIC ENGAGEMENT TIMELINE

TASK	2023							2024		
	MONTH 1	MONTH 2	MONTH 3	MONTH 4	MONTH 5	MONTH 6	MONTH 7	MONTH 8	MONTH 9	MONTH 10
Aurora Bicycle, Pedestrian, and Transit Advisory Board Presentation										
Public Survey										
Stakeholder Interviews										
Aurora Downtown Farmers Market										
Public Open House										
Public Comment										

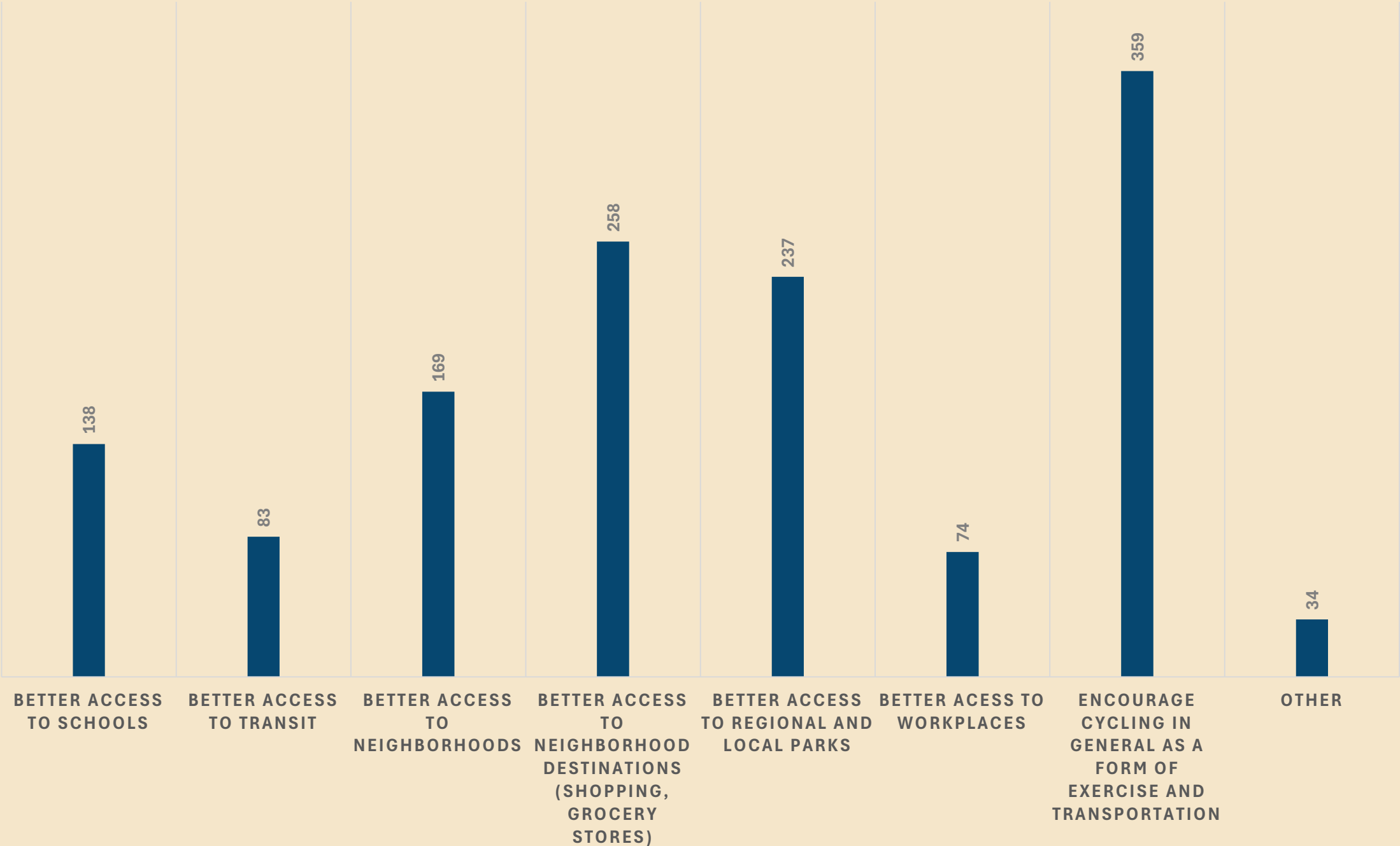
PUBLIC ENGAGEMENT TAKEAWAYS

KEY TAKEAWAYS

- Strong support for improved cycling and pedestrian infrastructure.
- Concerns and requests for safer and more connected networks that prioritize active Transportation.
- Feedback on specific locations where infrastructure improvements are needed.

SURVEY RESULTS

WHY SHOULD BICYCLE AND PEDESTRIAN FACILITIES BE IMPROVED AND EXPANDED?



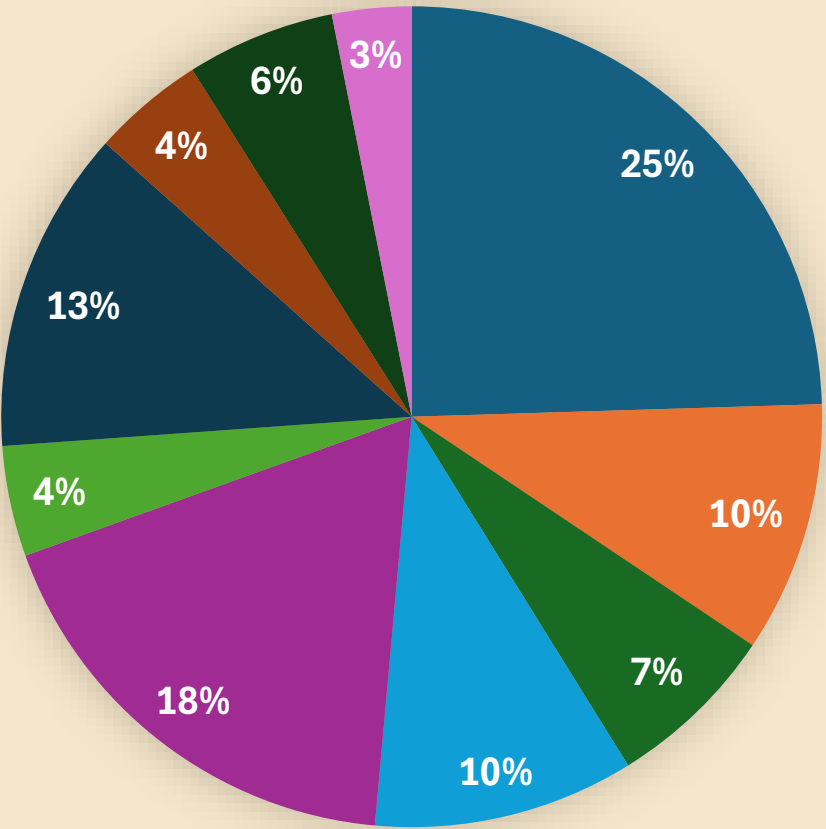
PUBLIC ENGAGEMENT TAKEAWAYS

KEY TAKEAWAYS

- Calls for increased accessibility and inclusivity.
- Desire for enhanced signage.
- Input on the design and placement of infrastructure.
- Requests for better lighting and security measures for active transportation facility users.

SURVEY RESULTS

Which of the following improvements would you most influence you to bicycle more often?

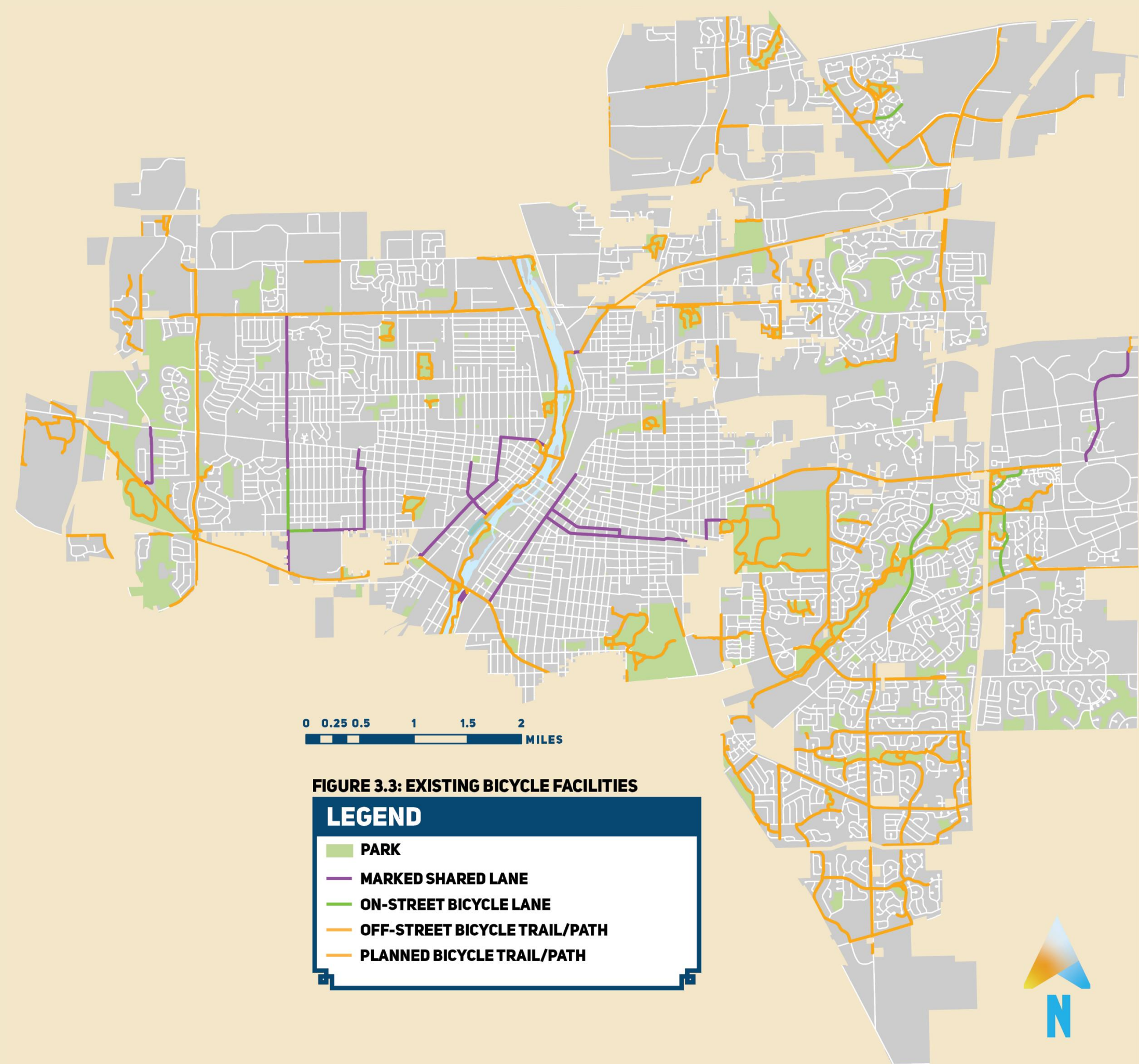


- More paved (off-street) sidepaths
- More amenities along the trails/lanes
- Increased maintenance
- Clearing trails and bike lanes during the winter months
- More bike lanes
- Bicycle signage indicating major attractions and amenities
- Increase enforcement of traffic violations by motor vehicles
- Increase enforcement of traffic violations by bicyclists
- More recreational programming/events for bicyclists
- Educational or promotional programs for bicyclists

EXISTING CONDITIONS

The project team gathered data and reviewed the City's demographics, existing plans and policies, existing amenities, crashes, and existing roadways and active transportation facilities.

Currently Aurora has **11 miles of marked shared lanes**, **14 miles of bike lanes**, **100 miles of shared use paths**, and **760 miles of sidewalk**.

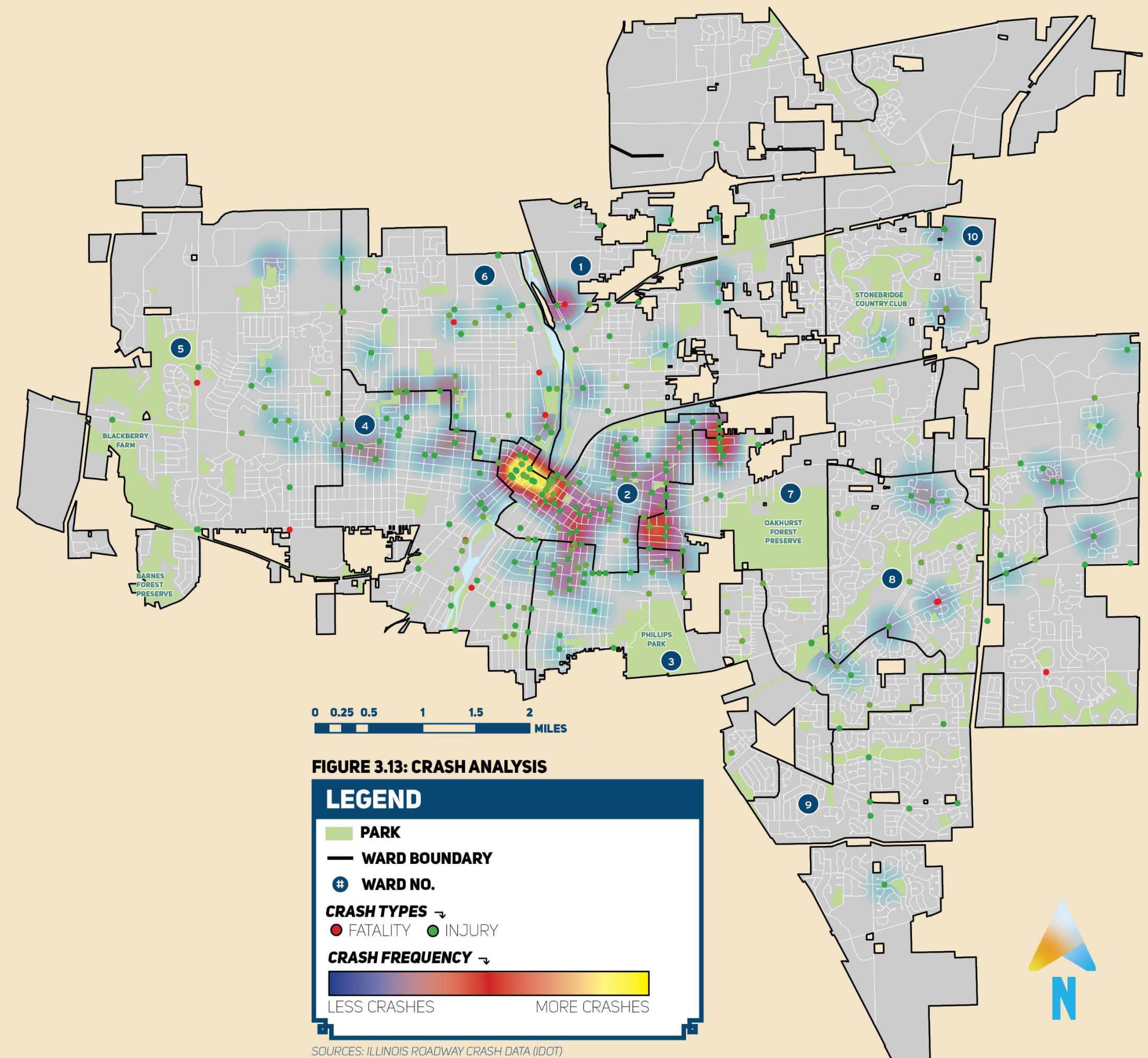


CRASH ANALYSIS

Overall, 206 pedestrian injuries and ten pedestrian fatalities were reported in the City of Aurora between 2018 to 2022. In the same time period, there were 155 bicycle injuries and 2 bicycle fatalities.

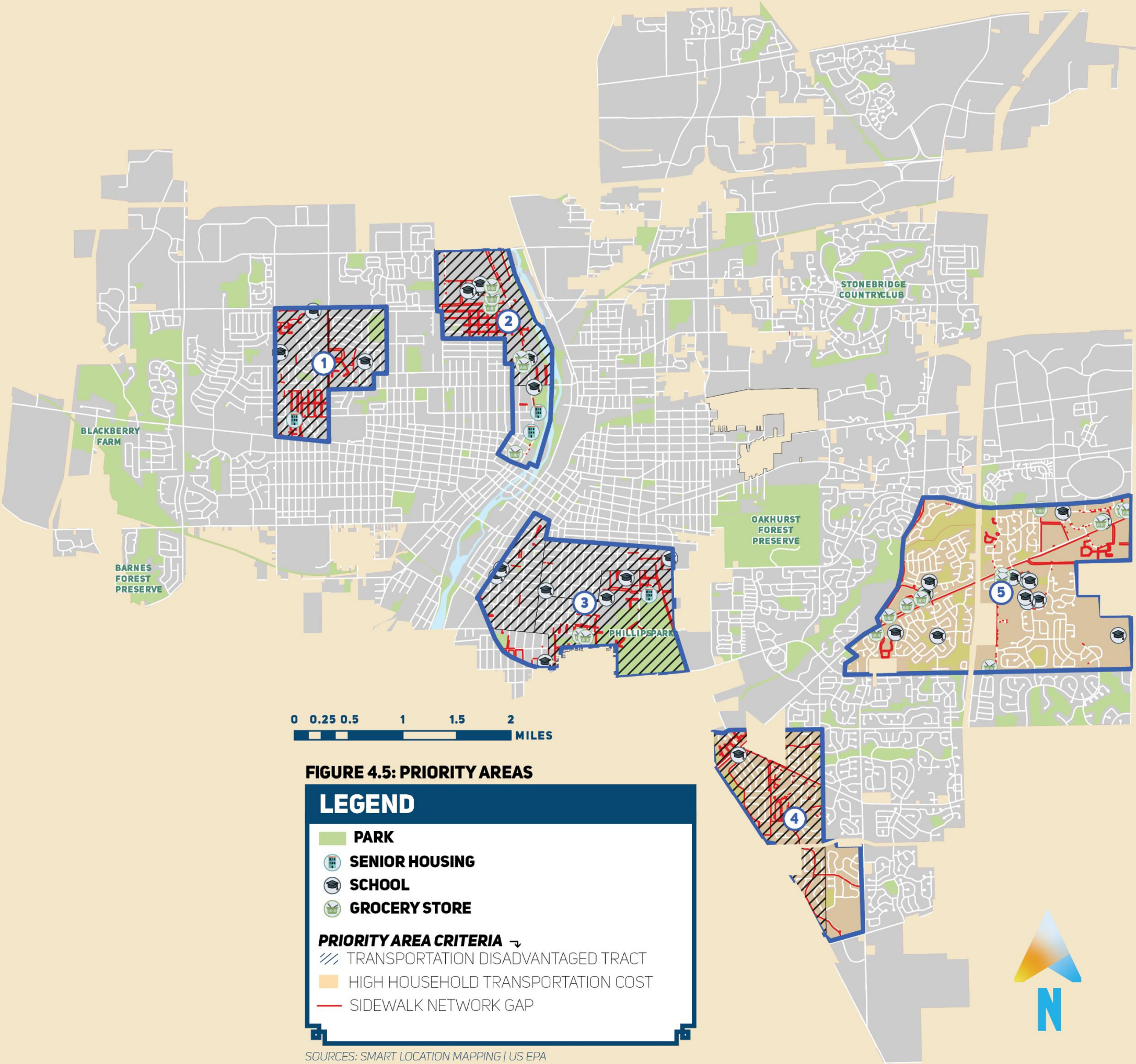
The most notable collision hot spot in Aurora is downtown, **in and around Stolp Island**. Additionally, there are several collision hot spots east of the Fox River.

The most common cause of crashes was drivers **failing to yield the right of way to pedestrians and cyclists**, which resulted in three fatalities and 150 injuries



NEEDS ANALYSIS

The project team determined five priority areas based on the Needs Analysis, which analyzed the City’s demographics, walkability, car ownership, network gaps, nearby amenities, and the equity and accessibility needs of the City.



DEMOGRAPHICS & SOCIOECONOMICS

The project team determined five priority areas based on the Needs Analysis, which analyzed the City’s demographics, walkability, car ownership, network gaps, nearby amenities, and the equity and accessibility needs of the City.

DEMOGRAHPIC OVERVIEW				
VARIABLE		AURORA	CMAP REGION	ILLINOIS
POPULATION		180,542	8,577,735	12,812,508
HOUSEHOLDS		61,003	3,220,751	4,930,255
AVERAGE HOUSEHOLD SIZE		2.98	2.8	2.54
POPULATION CHANGE (2010-2020)		-8.80%	1.70%	-0.14%
DISABILITY POPULATION		15,097	832,569	1,425,464
MEDIAN AGE		35.2	37.7	38.5
RACE AND ETHNICITY	WHITE (NON-HISPANIC)	34%	48%	58%
	HISPANIC OR LATINO	42%	24%	18%
	BLACK	10%	16%	14%
	ASIAN	11%	8%	6%
	OTHER/MULTIPLE RACES	3%	3%	4%
MEDIAN INCOME		👉\$74,659	\$76,606	\$72,563
TRANSPORTATION COSTS (HOUSEHOLD)	MEDIAN-INCOME FAMILY	21.00%	-	-
	MODERATE-INCOME FAMILY	23.00%	-	-
AVERAGE COMMUTE (MIN.)		👉28.7	32.2	28.7
WALKABILITY	LOW	25.60%	44.70%	-
	MODERATE	👉35.9%	24.80%	-
	HIGH	👉38.4%	30.50%	-
TRANSIT AVAILABILITY	LOW	35.30%	53.90%	-
	MODERATE	👉39.8%	20.60%	-
	HIGH	24.90%	25.50%	-
MODE OF TRAVEL TO WORK	WORK AT HOME	9.60%	8.20%	9.90%
	DRIVE ALONE	71.50%	66.70%	70.00%
	CARPPOOL	👉11.7%	7.70%	7.70%
	TRANSIT	4.10%	12.40%	7.90%
	WALK OR BIKE	1.40%	3.70%	3.40%
	OTHER	1.70%	1.40%	1.30%

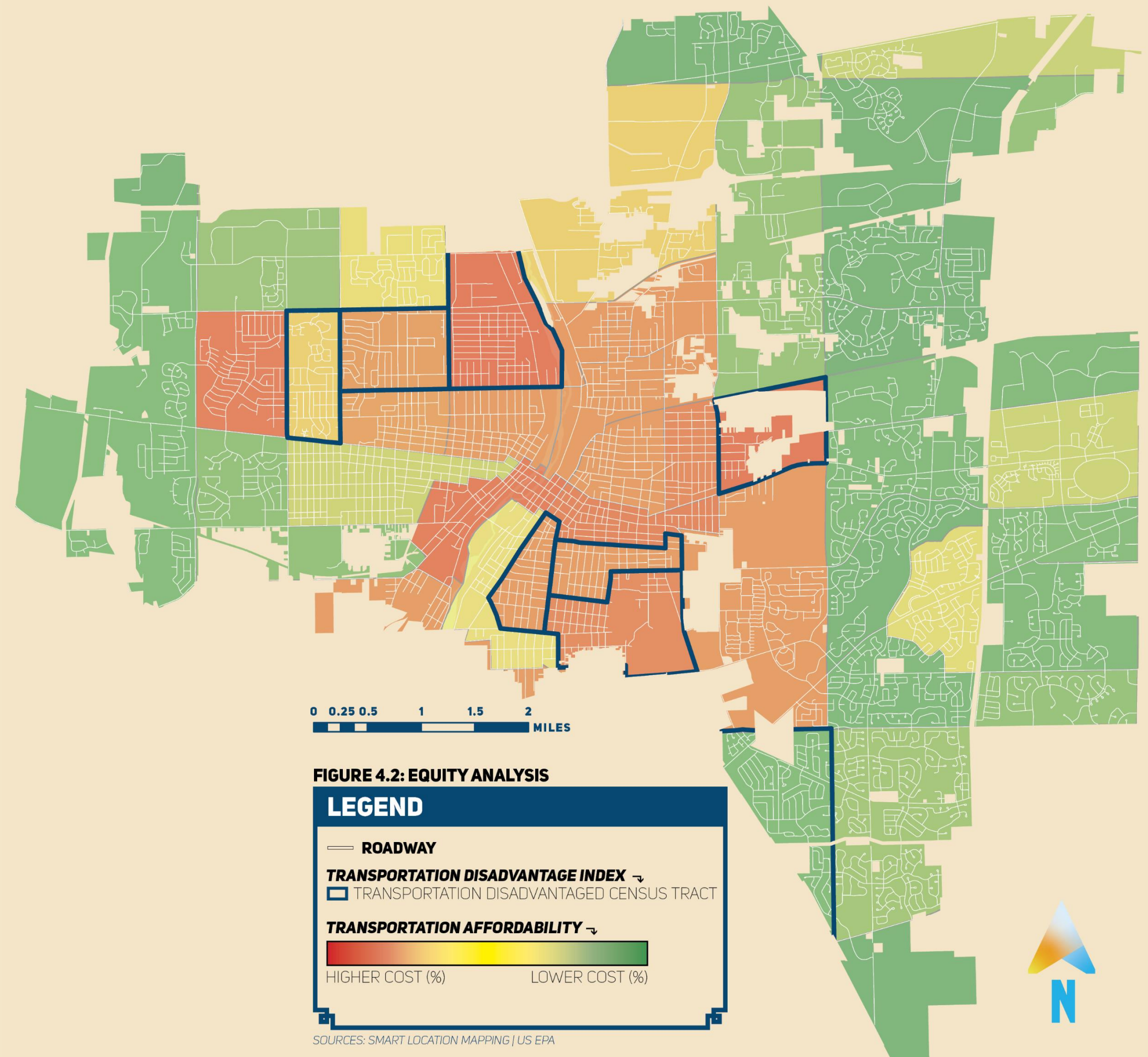
👉 AURORA'S FIGURE SURPASSES CMAP REGION OR STATE OF ILLINOIS TOTALS/AVERAGES

TRANSPORTATION (IN)EQUITY

To determine transportation inequity within the City of Aurora, the project team looked at transportation affordability and what areas of Aurora are considered Transportation Disadvantaged Communities (TDC)

TDCs are communities which have been identified as communities facing transportation challenges and have limited access to transportation options. The TDC index considers multiple factors to transportation disadvantage such as socioeconomic characteristics, demographics, and infrastructure.

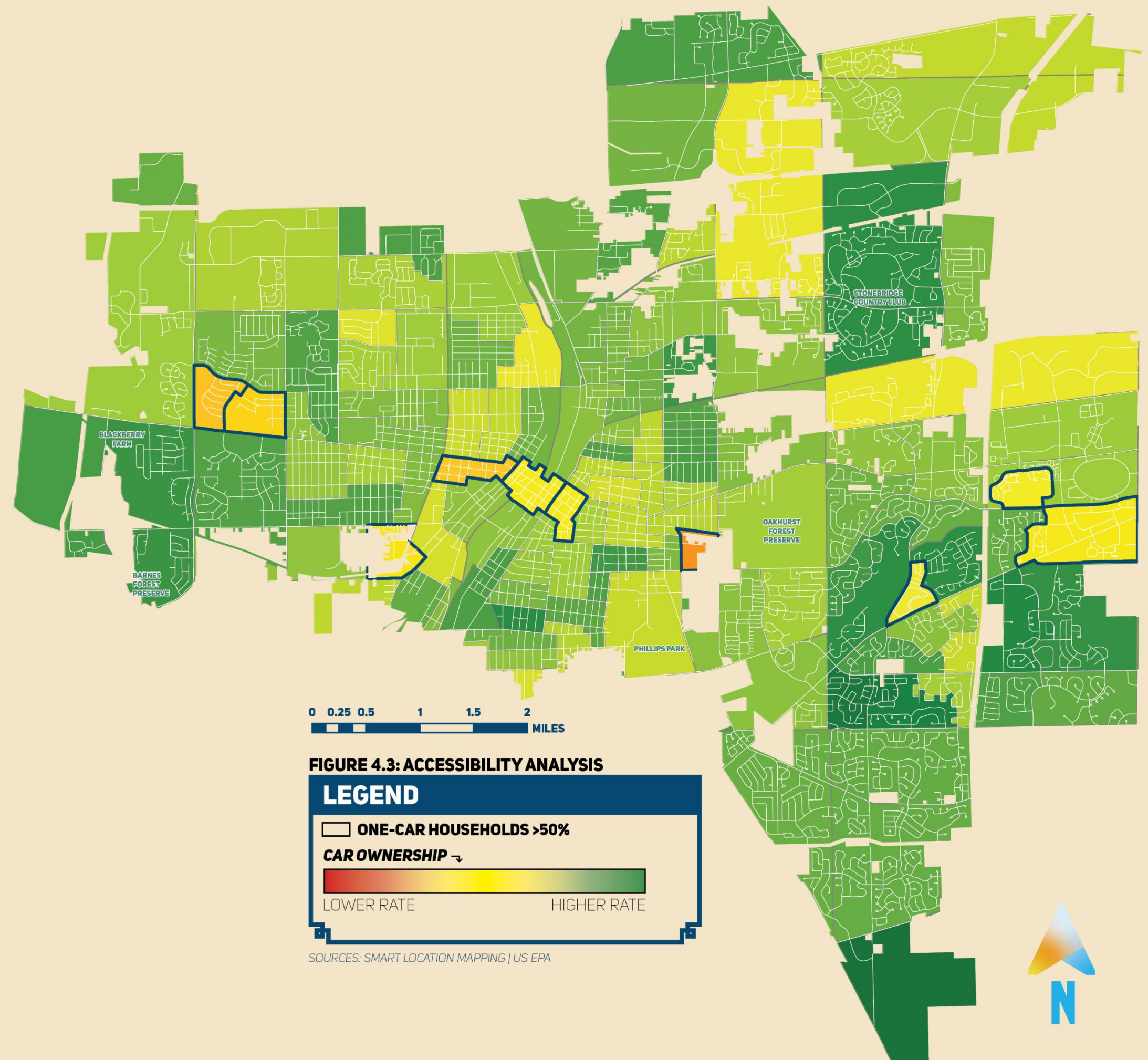
Overall, there are eight TDCs in Aurora.



TRANSPORTATION ACCESS

To measure transportation access, the project team looked into network gaps, automobile access, and missing connections to critical community amenities.

The project team measured block groups based on automobile ownership and found 10 block groups where one-car households made up more than 50% of the households within the block group.



ON-STREET FACILITIES

MARKED BIKE ROUTE



A low-speed street prioritizing bicycle movement, marked by wayfinding signage.

NEIGHBORHOOD GREENWAY



A low-speed street prioritizing bicycle movement.

BIKE LANE



A portion of roadway designated by striping and signage for preferential or exclusive use of bicycles

BUFFERED BIKE LANE



A bike lane with a buffer space separating it from the adjacent motor vehicle lane.

PROTECTED BIKE LANE



A bike lane separated from motor traffic by physical barriers like curbs, planters, or parked cars.

PAVED SHOULDER



A paved extension of the roadway shoulder to, wide enough for bicyclists to safely travel on.

OFF-STREET FACILITIES

SIDEPATH



A multi-use path located adjacent to a roadway, separated by a buffer or barrier

TRAIL

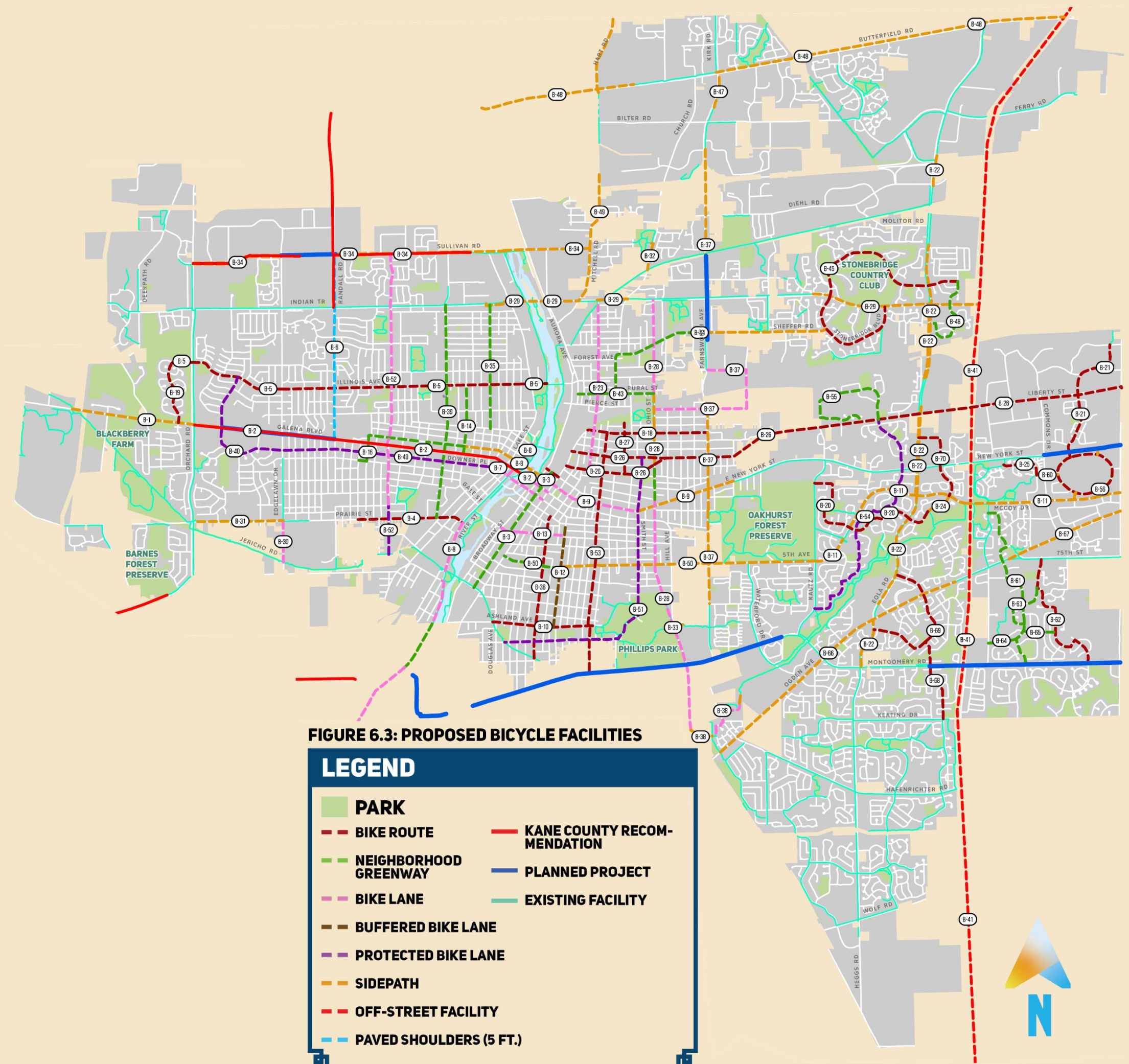


A multi-use path separated from a roadway at a greater distance than a sidepath, usually travelling through nature areas.

BICYCLE FACILITIES

The Bicycle & Pedestrian Plan recommends a variety of facilities for the City of Aurora, based on the different needs of each location. The Plan recommends the following facilities:

- 🚲 Marked Bike Route: 30.0 miles (259% increase)
- 🚲 Neighborhood Greenway: 14.7 miles (New)
- 🚲 Bike Lane: 14.4 miles (343% increase)
- 🚲 Buffered Bike Lane: 1.0 mile (New)
- 🚲 Protected Bike Lane: 9.0 miles (New)
- 🚲 Paved Shoulder: 1.7 miles (New)
- 🚲 Off-Street Bike Facility: 64.1 miles (64% increase)




BICYCLE RECOMMENDATIONS


BICYCLE FACILITY RECOMMENDATIONS					
ID	NAME	FACILITY TYPES	FROM	TO	COST ESTIMATE
B-1	Galena Boulevard	Multi-Use Path	Virgil Gilman Nature Trail	Constitution Dr	\$\$\$
B-2	Galena Boulevard	Muti-Use Path, Bike Lane	Hoyt Lane	Lincoln Ave	\$\$
B-3	Lasalle Street	Neighborhood Greenway	Hazel Avenue	Spring St	\$
B-4	Prairie Street	Bike Route	LeGrande Blvd	River St	\$
B-5	Illinois Avenue	Bike Route	Westminister Ln	Fox River Trail	\$\$
B-6	Randall Road	Paved Shoulder	Galena Blvd	Sullivan Rd	\$
B-7	Downer Place	Bike Lane	Locust St	Lincoln Ave	\$\$
B-8	River Street	Protected Bike Lane, Bike Lane, Neighborhood Greenway	Downer Pl	Vine St	\$\$
B-9	Ashland Avenue	Bike Route	Virgil Gillman Nature Trail	Gates St	\$
B-10	McCoy Drive	Multi-Use Path	Kautz Road	IL Rt. 59	\$\$\$
B-11	Jackson Street	Buffered Bike Lane	Ashland Ave	Benton St	\$
B-12	North Avenue	Bike Lane	Broadway St	Jackson St	\$
B-13	View Street	Neighborhood Greenway	Galena Blvd	Illinois Ave	\$
B-14	Garfield Avenue	Neighborhood Greenway	Le Grande Blvd	Commonwealth Ave	\$
B-15	Commonwealth Avenue	Neighborhood Greenway	Garfield Ave	Galena Blvd	\$
B-16	Spring Street	Bike Route	Broadway St	Lincoln Ave	\$
B-17	Front Street	Bike Route	Lincoln Ave	Farnsworth Ave	\$\$
B-18	Canterbury Road	Bike Route	Galena Blvd	Westminister Ln	\$
B-19	Cheshire Drive	Bike Route	McCoy Dr	Kautz Rd	\$\$
B-20	Station Boulevard	Bike Route	New York St	Meridan Lakes Dr	\$\$
B-21	Eola Road	Multi-Use Path	Illinos Prairie Path - Batavia Spur	Montgomery Rd	\$\$\$\$
B-22	High Street	Bike Lane	Claim St	Indian Tr	\$\$
B-23	Oakhurst Drive	Multi-Use Path	Waubonsie Creek Trail	McCoy Dr	\$\$
B-24	Gregory Street	Bike Route	Frontenac Rd	Raintree Rd	\$
B-25	Claim Street/Liberty Street	Bike Route	Lincoln Ave	IL Rt. 59	\$\$\$
B-26	Beach Street	Bike Route	Claim St	Copley Park	\$
B-27	Ohio Street	Multi-Use Path, Bike Lane, Neighborhood Greenway	Virgil Gilman Nature Trail	Indian Tr	\$\$\$
B-28	Indian Trail	Multi-Use Path	60' W of Pennsylvania Ave	Eola Rd	\$\$\$
B-29	Edgelawn Drive	Bike Lane	Virgil Gilman Trail	Prairie St	\$
B-30	Prairie Street	Multi-Use Path	Virgil Gilman Trail	Edgelawn Dr	\$\$
B-31	Church Road	Multi-Use Path	Illinois Prairie Path Trail	Church Road Park	\$\$
B-32	Binder Street	Multi-Use Path	Ray Moses Dr	Loucks St	\$\$
B-33	Sullivan Road	Multi-Use Path	Orchard Rd	912' E of Edgelawn Dr	\$\$\$\$
B-34	Pennsylvania Avenue	Neighborhood Greenway	West Park Ave	Indian Tr	\$
B-35	Fifth Street	Bike Route	Virgil Gilman Nature Trail	Benton St	\$
B-36	Farnsworth Avenue, Mountian Street, McClure Road, Dearborn Avenue	Multi-Use Path	Simms St	Corporate Blvd	\$\$\$\$
B-37	Gilman/Waubonsie Connection	Bike Lane, Multi-Use Path	Waubonsie Creek Trail	Hidden Creek Park	\$\$
B-38	Highland Avenue	Neighborhood Greenway	Prairie St	Indian Tr	\$
B-39	Constitution Drive/Downer Place	Protected Bike Lane	Illinois Ave	Locust St	\$\$
B-40	East Aurora Rail Trail	Rail-with-Trail	111th St	Batavia Rd	\$\$\$\$
B-41	Rural Street	Neighborhood Greenway	Aurora Ave	Ohio St	\$
B-42	Sheridan Street/Sheffer Road	Neighborhood Greenway, Multi-Use Path	Rural St	Stonebridge Blvd	\$\$\$
B-43	Stonebridge Boulevard	Bike Route	Pennsbury Ln	Indian Tr	\$\$
B-44	Sheffer Road/Bromley Lane/Pennsbury Lane	Neighborhood Greenway	Eola Rd	Haverhill Dr	\$
B-45	Farnsworth Avenue	Multi-Use Path	713' N of Bitter Rd	Butterfield Rd	\$\$\$
B-46	Butterfield Road	Multi-Use Path	Marmion Academy Dr	Illinois Prairie Path - Batavia Spur	\$\$\$\$
B-47	Mitchell Road	Multi-Use Path	Sullivan Rd	Corporate Blvd	\$\$\$\$
B-48	5th Avenue	Neighborhood Greenway, Multi-Use Path	Jackson St	Kautz Rd	\$\$\$\$
B-49	Parker Avenue/Wyeth Drive/Smith Street	Protected Bike Lane	Virgil Gilman Nature Trail	Liberty St	\$\$
B-50	Elmwood Drive	Protected Bike Lane, Bike Lane	Rathbone Ave	Sullivan Rd	\$\$
B-51	Union Street	Bike Route	Montgomery Rd	Front St	\$\$
B-52	Clarendon Ln/Iverness Dr/Waterbury Dr/Breckenridge Dr/Asbury Dr	Protected Bike Lane	Kautz Rd	Liberty St	\$\$
B-53	Asbury Drive/County Line Road	Neighborhood Greenway	Liberty St	Liberty St	\$
B-54	Fox Valley Center Drive	Bike Route	Fox Valley Mall	Fox Valley Mall	\$\$
B-55	Entrance Number 6	Multi-Use Path	Fox Valley Center Dr	New York St	\$
B-56	Merriam Drive	Multi-Use Path	McCoy Dr	Fox Valley Center Dr	\$
B-57	Venuti Drive	Multi-Use Path	McCoy Dr	Fox Valley Center Dr	\$
B-58	Raintree Road	Multi-Use Path	Gregory St	Fox Valley Center Dr	\$\$
B-59	Meadowbrook Drive/Shoreline Drive	Neighborhood Greenway	Montgomery Rd	Frontenac St	\$\$
B-60	Commons Drive	Bike Route	Montgomery Rd	75th St	\$\$
B-61	Meadowbridge Drive	Neighborhood Greenway	Shoreline Dr	Teasel Ln	\$
B-62	Shoreline Drive	Neighborhood Greenway	Frontenac St	Meadowbrooks Dr	\$
B-63	Baybrook Drive	Neighborhood Greenway	Shoreline Dr	Teasel Lane	\$
B-64	Ogden Avenue	Multi-Use Path	200' W of Westfield Dr	Southern DuPage County Regional Trail	\$\$\$
B-65	Ogden Avenue	Multi-Use Path	Southern DuPage County Regional Trail	IL Rt. 59	\$\$\$
B-66	Middlebury Drive	Bike Route	Keating Dr	Long Grove Dr	\$
B-67	Long Grove Drive	Bike Route	Eola Rd	Middlebury Dr	\$\$
B-68	Oakhurst Drive/Weber Drive	Bike Route	McCoy Dr	Eola Rd	\$


\$ Low Cost (\$1,000 – \$100,000)
 \$\$ Moderate Cost \$100,001 – \$500,000
 \$\$\$ High Cost (\$500,001 - \$1,999,999)
 \$\$\$\$ Highest Cost (\$2,000,000+)


FEATURED PROJECT


Virgil Gilman Trail & Waubonsie Creek Trail Connection -


 To safely link bicyclists and pedestrians from the east side of Hill Avenue directly to the trails on the south, the preferred crossing method implements a staggered crossing median with Rapid Rectangular Flashing Beacons (RRFB).


 From this crossing, the path aligns towards the northern boundary of the Sport Zone complex, proceeding eastward on an 8-foot multi-use path to intersect with an existing path in Hidden Creek Park.

 The route then transitions onto an on-street bike lane along Pontarelli Court, continuing onto Landreth Court.

 At the end of Landreth Court, the trail crosses Farnsworth Avenue, where it picks up a sidepath on the east side of the avenue,

 The sidepath continues until Sedona Avenue, where it transitions to a conventional bike lane.

 This bike lane runs along Sedona Avenue until reaching the point where the avenue currently ends.

 Here, the bike lane moves off-street once more, forming a safe and dedicated route.



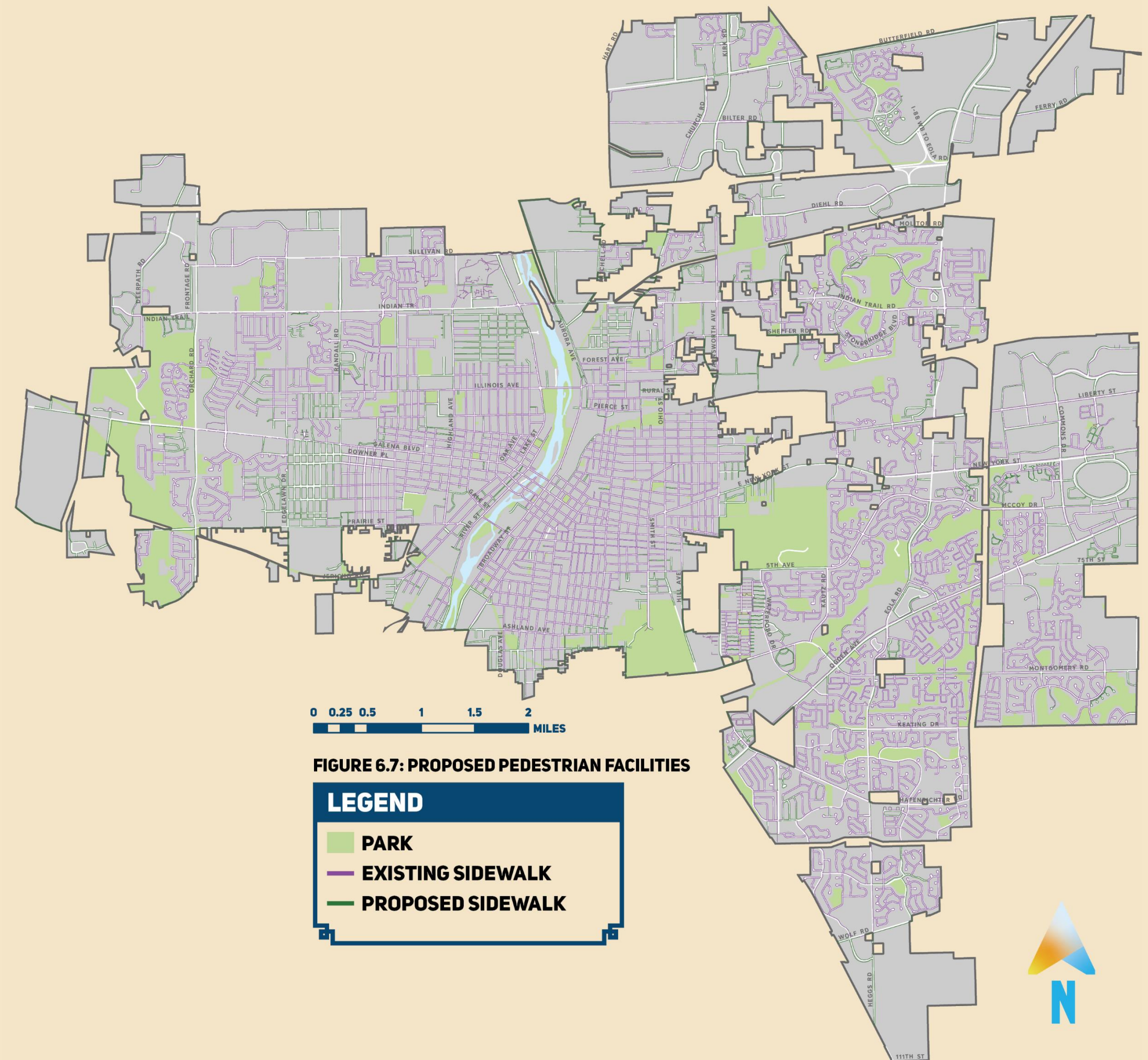
PEDESTRIAN FACILITIES

The plan's primary pedestrian objective is to establish sidewalks in every feasible location, creating the opportunity for universal mobility, accessible to people of all ages and abilities, in Aurora.

To achieve this goal, the plan recommends 279 miles of new sidewalks in the City. The recommended facilities mainly consist of sidewalks and crosswalks. Although categorized under bicycle facilities, pedestrians also benefit from multi-use paths.

Existing Sidewalk: 760 miles

Recommended Sidewalk: 279 miles (37% increase)



INTERSECTION IMPROVEMENTS

CROSSWALK



A designated marked area for pedestrians to cross at an intersection.

CURB RAMP



An ADA-compliant ramp at either end of a crosswalk to help people with disabilities access the sidewalk

RRFB



A pedestrian activated flashing signal to alert drivers of pedestrians at crossings.

YIELD/STOP LINE



A white bar telling drivers where to yield or stop at intersections and crossings.

PEDESTRIAN REFUGE ISLAND



A bike lane separated from motor traffic by physical barriers like curbs, planters, or parked cars.

PEDESTRIAN BRIDGE



A bridge dedicated to pedestrians and bicyclists to safely travel over busy roadways, railroads, or bodies of water.

INTERSECTION IMPROVEMENTS

LEADING PEDESTRIAN INTERVAL



A pedestrian signal that allows pedestrians to cross before cars are allowed to move through an intersection.

PEDESTRIAN SIGNALS



A signal dedicated to pedestrian movement, indicating to pedestrians when it is safe to cross the street.

TRAFFIC SIGNALS



A signal that indicates to drivers whether to travel through an intersection, to slow down, or to stop.

PEDESTRIAN SCRAMBLE



A traffic movement that briefly stops all vehicles from travelling through an intersection, allowing pedestrians to cross in all directions.

HYBRID PEDESTRIAN BEACON

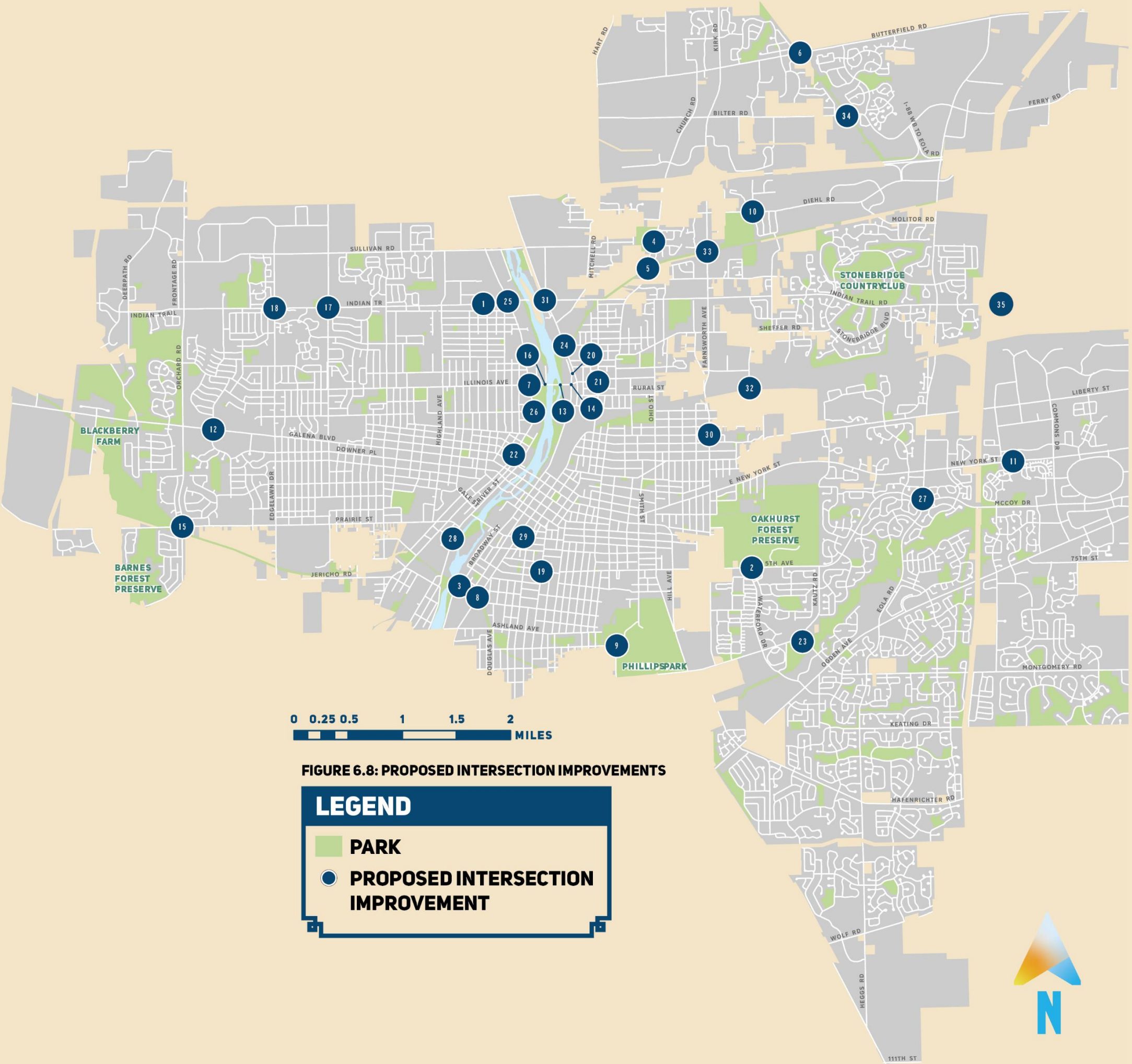


A pedestrian activated signal at high-traffic crossings that flashes yellow and red lights to signal to drivers to slow down and stop.

INTERSECTION IMPROVEMENTS

The plan recommends a variety if treatments enhance pedestrian safety and mobility across various locations in the City. These recommendations include crosswalks, Rectangular Rapid Flashing Beacons (RRFB), pedestrian refuge islands, curb ramps, and pedestrian signals.

The Bicycle & Pedestrian Plan recommends intersection treatments at 33 different intersections.



POLICY RECOMMENDATIONS

BIKE PARKING ORDINANCE



Provides secure and accessible bike parking by establishing clear standards. A strong bicycle parking ordinance should include standards for the type, location, and quantity of bike racks.

BIKE MONTH DECLARATION



Raises awareness about the benefits of bicycling and encourage residents to choose biking as a mode of transportation. The proclamation can include a variety of bike-centered events, such as group rides, bike rodeos, and educational programming.

SAFE SYSTEMS APPROACH



This comprehensive strategy goes beyond individual road users to include vehicle design, road conditions, and speed control. The approach assumes that people will make mistakes and aims to mitigate the severity of crashes when they occur.

AGE-FRIENDLY CITY POLICY



A commitment to make transportation networks, public spaces, and services more accessible to people of all ages.

POLICY RECOMMENDATIONS

DEDICATED BICYCLE/PEDESTRIAN COORDINATOR



This position will primarily guide and encourage implementation of the infrastructure, policy, and programs recommendations as outlined by the Bicycle & Pedestrian Plan, as well as evaluate the existing plans and initiate new ones over time.

BICYCLE LIAISON IN LAW ENFORCEMENT



These dedicated officers will play a pivotal role in fostering a safer, more bike-friendly city while reinforcing positive interactions between cyclists and law enforcement agencies. The primary responsibility of Bicycle Liaisons will be to serve as advocates for cycling safety and community engagement.

PROGRAM RECOMMENDATIONS

LOANER LOCKS AT PUBLIC BUILDINGS



A program where bike riders are able to rent out a bike lock at public buildings such as libraries, City Hall, and schools.

AUTOMATED ENFORCEMENT STRATEGIES



The implementation of automated speed enforcement and red-light cameras has been shown to reduce dangerous driving behaviors in targeted areas, which offers a broader reach by maintaining constant monitoring and enforcement at specific high-risk locations

AURORA'S SAFETY TOWN



A miniature, kid-sized city complete with streets, traffic lights, and road signs, designed to provide a controlled, hands-on environment for children to learn about traffic safety, pedestrian rules, and basic cycling guidelines.

WAYFINDING SIGNAGE EXPANSION



The implementation of an expanded wayfinding signage program to guide pedestrians, cyclists, and drivers more effectively throughout a municipality or trail system, providing residents and visitors clear signage that improves ease of movement and encourages exploration of communities and trail systems.

INFRASTRUCTURE LIBRARY



This library could consist of modular, easily-deployable assets like barricades, temporary bollards, signage, and other traffic-calming devices. This resource would empower local organizations to request the city's support in deploying this equipment during events or for short-term experimentation with alternative street configurations.

OUTDOOR DINING AND SLOW STREETS



Expand and encourage outdoor dining and encompass Slow Streets which aims to transform selected roadways into safer spaces for pedestrians and cyclists, effectively minimizing automobile traffic and fostering a safer, more enjoyable environment for active transportation, shopping, and dining.

PROGRAM RECOMMENDATIONS

CYCLING WITHOUT AGE MEMBERSHIP



An international program, which originated in Denmark, focuses on providing older adults with the joy and freedom of cycling experiences through specially designed trishaw bikes piloted by volunteers.

INCENTIVES FOR ADAPTIVE BIKES AT LOCAL BIKE SHOPS



Actively encourage local bike shops to carry adaptive bikes by offering business incentives, such as tax incentives, grants, or marketing support.

SMART CITY BUS STOPS



Introduce high-tech bus stops designed as multifunctional hubs. These stops will feature amenities such as real-time transit information, digital wayfinding systems, and comfortable seating areas.

GROUP RIDES



Organize and host regular group rides tailored to all ages and abilities within a community. These group rides should encompass a variety of options suitable for diverse skill levels and interests, with a focus on inclusivity and accessibility.

BEGINNER TRAINING CLASSES



A Beginner Bicycle Training Class aims to encourage and educate new cyclists in the community. This program is designed to cater to individuals of all ages who are new to cycling or who wish to refresh their cycling skills in a safe and supportive environment.

FUNDING OPPORTUNITIES

- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Highway Safety Improvement Program (HSIP)
- Illinois Transportation Enhancement Program (ITEP)
- IDNR Bicycle Path Program
- Open Space Lands Acquisition and Development (OSLAD)
- RTA Access to Transit
- Surface Transportation Program (STP-L)
- Transportation Alternatives Program (TAP)
- Safe Routes to School (SRTS)
- Safe Streets and Roads for All

CONCLUSION

➤ COMMUNITY SUPPORT

Throughout the planning process, residents and visitors of Aurora expressed a strong support to improve bicycle and pedestrian infrastructure, creating a safer, more connected network that prioritizes active transportation and increases accessibility and inclusivity for everyone.

➤ INFRASTRUCTURE RECOMMENDATIONS

The Final Plan recommends a variety of active transportation infrastructure in Aurora. Overall, the plan recommends nearly 71 miles of on-street facilities, 64 miles of off-street facilities, 279 miles of sidewalk, and intersection treatments at 33 different intersections.

➤ POLICY & PROGRAM RECOMMENDATIONS

The Final Plan recommends Aurora adopt seven different policies and 11 different programs aimed at supporting biking, walking, and rolling in Aurora. The policies touch on several topics such as bike parking, vehicle speed, education, safety, and accessibility.

➤ CALL TO ACTION/NEXT STEPS