



Aurora Avenue North

N 110th Street to N 145th Street



Aurora Avenue North Open House Summary

On November 16, 2005 approximately 25 community members attended SDOT's second of three Aurora Avenue North project open houses. SDOT hosted both meetings at Ingraham High School from 5-7 p.m.

The first open house, hosted in May 2005, was the first opportunity for the public to learn about how the current project builds upon the Washington State Department of Transportation's 2003 Route Development Plan (RDP), discuss the improvements SDOT will be implementing, and provide feedback to SDOT on additional ways the project can further meet the needs of nearby residents, business owners and commuters.

Since then, SDOT has completed a preliminary preferred alignment. The purpose of the second open house was to provide an opportunity for community members to view the alignment, discuss the proposal with project staff, and share additional comments for consideration as SDOT refines the alignment and then prepares to finalize it for presentation at the third and final open house.

Staff from SDOT, the Washington State Department of Transportation, Seattle Public Utilities, King County Metro and the consultant team were all on hand to respond to questions from community members and discuss details of the proposed improvements. Community members could view informational displays boards about the project history, proposed pedestrian, safety, transit and landscaping improvements.

Attendees were encouraged to speak one-on-one with project team members to learn more about the project, ask questions and share their thoughts. Attendees could provide comments either by filling out a comment form, or annotating a map of the project area to highlight specific project area concerns and ideas. The following pages contain a summary of the comments collected at the open house, as well as the feedback heard during one-on-one conversations.



Attendees look over the proposed alignment



Project staff discuss the project with local residents

Open House Comment Summary

What We Heard

Project staff spoke one-on-one with open house attendees on a wide range of topics including pedestrian and bicyclist safety, maintaining access to businesses and side streets, the proposed new southbound business access and transit (BAT) lane, and more. Comments and questions included:

Landscaping

Several attendees expressed support for landscaping, but also stressed the need to ensure that any new landscaping will be maintained and properly cared for. Attendees also expressed that SDOT will need to make sure that shrubs and trees will not serve as a shield for illegal activities. A couple of attendees mentioned that the large tree on the corner of Aurora Avenue and N. 130th Street is a frequent site of drug activity.

Arterial connections

Many residents, especially those who frequently walk or cycle along Aurora Avenue, would like to see better east-west sidewalk connections from the side streets.

Controlled left-turns

There was a high level of interest in the proposed median and where the left-turn and u-turn locations would be placed. Some attendees perceive a need for more left-turn and u-turn locations to both maintain access to business, and to prevent drive-through traffic in the surrounding neighborhoods.

Pedestrian and bicyclist safety

A few attendees expressed disappointment that SDOT did not include a bicycle lane in the preliminary preferred alignment, and feel this means Aurora Avenue should be connected to the new Interurban Trail currently under construction. There was a fair amount of interest in the proposed sidewalk and improvements to pedestrian crossings.

Transit improvements

One attendee stated that drug dealing occurs at the bus stop on the southeast corner of Aurora Avenue & 130th, and that shopping carts are often left there. The Aurora Avenue Merchants Association feels that the proposed BAT lane should be a general purpose lane because the future light rail line will service a large number of commuters, and the BAT lane doesn't feed any employment centers.

Open House Comment Summary

Comment Forms

Aurora Avenue is a busy corridor with many different user groups (e.g., pedestrians, bus riders, shoppers). What user group(s) do you fit in?

Nearby resident	1
Business owner	1
Commuter (driver)	2
Commuter (bus)	1
Pedestrian	1
Bicyclist	1
Visitor/shopper/customer	1
Employee	1

SDOT will be implementing several improvements along Aurora Avenue North between North 110th Street and North 145th Street. Do you have any suggestions or observations for the listed improvements that you'd like to share with SDOT?

Continuous sidewalks along both sides of Aurora Ave (e.g. - do you know of particular locations with high pedestrian traffic?)

- The plan looks great
- Many ped crossings presently underserved. Please consider incorporating "pedestrian refuge" in the center of unmarked crossings.

Landscaping on the sidewalks(e.g. – of the proposed landscaping options, is there one you prefer?)

- No preference
- Norwegian Sunset Maple is appealing. Please allow for additional landscaping, decorative elements at nodes (145, 130, etc.). Allow good mix for visual appeal but keep enough consistency for value.

Business access and transit (BAT) lanes

- No preference
- Yes! Both directions

Improved crosswalks and pedestrian street crossings

- None [suggestions]
- ADA improvements at crossings (wheelchair loops? audible signal?) and improved pedestrian infrastructure at driveway aprons! Cars can handle steep angles with more ease than wheelchairs.

Left-turn pockets and u-turn locations

- None other than those in the plan
- Good idea! Every couple three blocks is ample

Have you seen or experienced any incidents along Aurora Avenue North from North 110th Street to North 145th Street (examples-common accident locations, congestion points, visual distractions, frequent "jay walking" locations) **that you think would be helpful for the project team to know about as they develop improvements?**

- Automobile-oriented businesses (particularly used car dealers) use visual distractions as business tactic. Please have them stay back from the public ROW.
- None.
- Currently, the visual impact of the street is too much concrete, giving the area a "hard" and "unfriendly" character. Utility lines and other visual clutter make the area appear "cold" and oppressive – too much concrete, asphalt and lack of urban craftsmanship.

Do you have any other comments or suggestions for the project team to consider?

- Please ensure good transit flow and pedestrian access. Use widest possible sidewalk/amenity zone. During construction, please be mindful of pedestrian access.
- Please allow access to businesses during construction.
- I really like when the glass in the bus shelters is sandblasted or otherwise decorated with folk art.

Aerial map annotations

