

Aurora Ave Pedestrian Safety Improvements & Safer Crossing of Aurora Ave N

2016-84: Aurora Ave N from N 85th St to N 105th St and

2016-86: Aurora Ave N at the Intersections of N 90th, 91st, and 92nd Streets

Applicant Problem

2016-84

City policy is to direct growth to urban villages and enhance their livability and safe transportation options. The Aurora-Licton Urban Village needs visible markers to enhance its identity, safety and livability. Aurora divides this urban village into isolated halves and fails to recognize the Urban Village's existence. Aurora is heavily trafficked, often at unsafe speeds. It is hard to cross safely. In 2017, 1,700 children will begin attending new schools one block east of Aurora. More children, parents, and school buses will be crossing Aurora Ave on foot, by bike and in vehicles.

2016-86

Three schools are under construction on North 90th Street between Stone and Wallingford Avenues North. They are scheduled to open in the fall of 2017 with approximately 1,700 students. More than 40% of the students who will attend the schools may live west of Aurora. Hundreds of children from grades K through 8 will have to safely cross Aurora, either by walking, biking, being driven by parents or others, and by school or Metro buses. The signalized crossing of Aurora nearest the schools is at North 90th Street. According to a Washington State Dept. of Transportation Corridor Safety Study, the intersection at 90th is the third most dangerous intersection on Aurora.

PROJECT TYPE

Crossings

APPROXIMATE LENGTH

N/A

COST ESTIMATE

PROJECT TOTAL:
\$1,264,000

SDOT SAFE ROUTES TO SCHOOL FUNDS

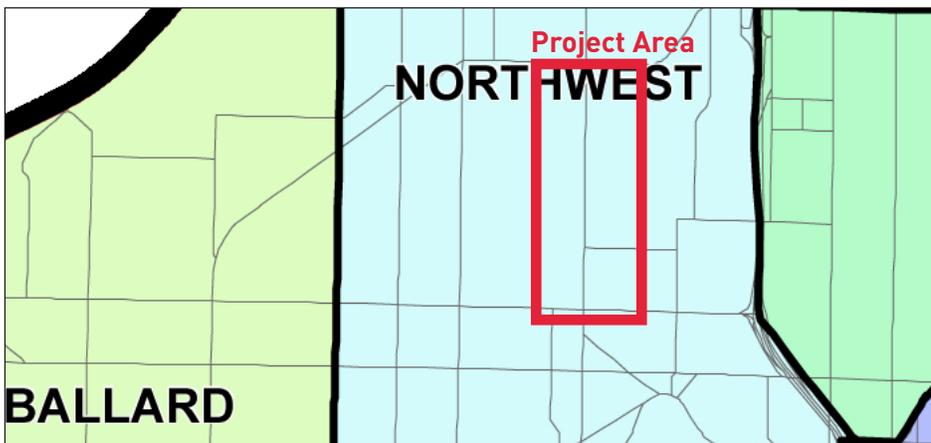
\$100,000

SDOT GREENWAYS

\$100,000

SDOT NSF FUNDS REQUESTED

\$1,064,000



Applicant Solution

2016-84

1. Restripe all 4 existing crosswalks at each of 5 existing signalized intersections (Aurora at N85th/90th/95th/100th/105th) with distinctive background color and striping marking the entire crosswalk area. The color would be consistent throughout the Urban Village.
2. Include distinctive art signage at multiple points along Aurora, but especially at North 85th & 105th, the two major intersections that bookend this urban village. Signage also on both sides of the pedestrian bridge at 102nd.
3. Relocate 2 deficient curb ramps at 100th and repair deficient ramps.

2016-86

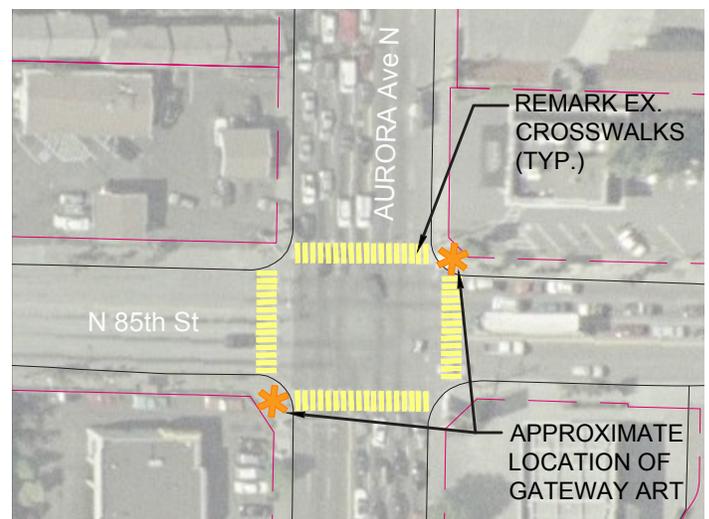
We propose that SDOT analyzes and implements ways to provide safer crossings of Aurora at 90th, or 92nd, or 91st for pedestrians and bicycles.

Seattle Department of Transportation (SDOT) Review

Project Description

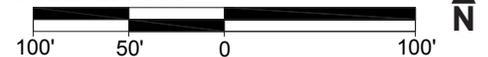
Aurora Ave N is a state highway and is classified as a principal arterial. Any changes to the channelization and signalization need to be approved by the WA State Department of Transportation (WSDOT). At this time, WSDOT only allows standard pavement markings at the signalized intersections along Aurora Ave N. This means the community can coordinate with SDOT for incorporating the art to brand the corridor.

A full signal was previously installed at N 95th St through the Aurora Traffic Safety Project facilitating connections to bus stops. Because of the new Seattle Public Schools complex being constructed between N 90th St and N 92nd St just east of Aurora Ave N, the community is requesting a signal at N 92nd St.



N 85th St

Scale in Feet



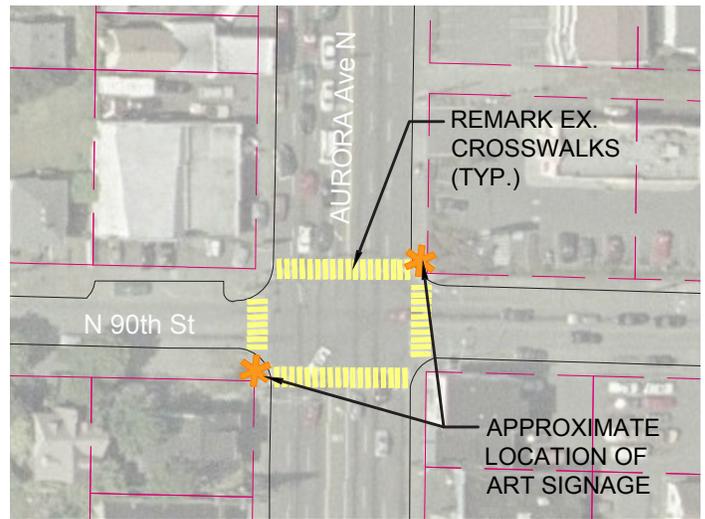
This conceptual design includes the following improvements along Aurora Ave N:

- At the intersections of N 85th St, N 90th St, N 95th St, N 100th St, at the overpass at N 102nd St and at N 105th St an art feature will be designed and installed. This effort will be coordinated with the community.
- Curb ramps will be added at the intersection of N 100th St and Aurora Ave N, which is also being studied as a possible neighborhood greenway route.
- Subject to WSDOT approval, a new pedestrian and bicyclist signal including bike activation will be added at the intersection of N 92nd St to facilitate the proposed greenway crossing. Marked crosswalks with a median island for people walking and biking will be added across Aurora Ave N. The median will also restrict vehicles from going straight or making left turns from N 92nd St or from Aurora Ave N. If this new signal is not approved, funds from this project would be applied to improvements at the N 90th St crossing.

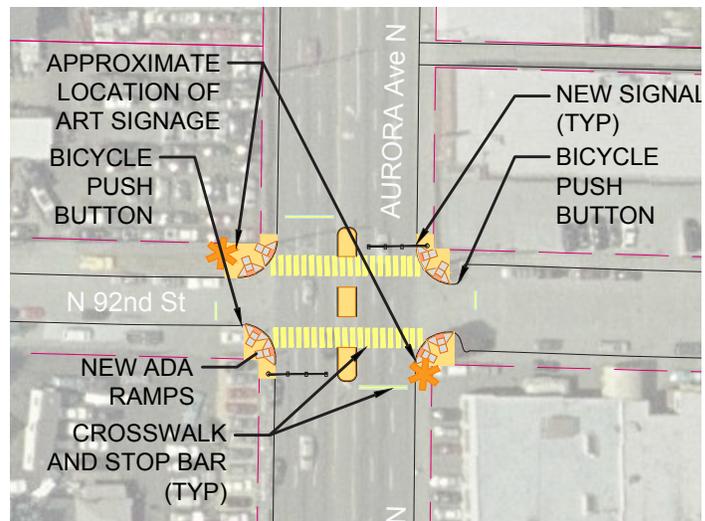
This project will leverage funds from SDOT's Safe Routes to School Program for the crossing improvements at N 92nd St, and from SDOT's Neighborhood Greenways Program for a neighborhood greenway crossing of Aurora Ave N at either N 92nd St or N 100th St.

Constructability

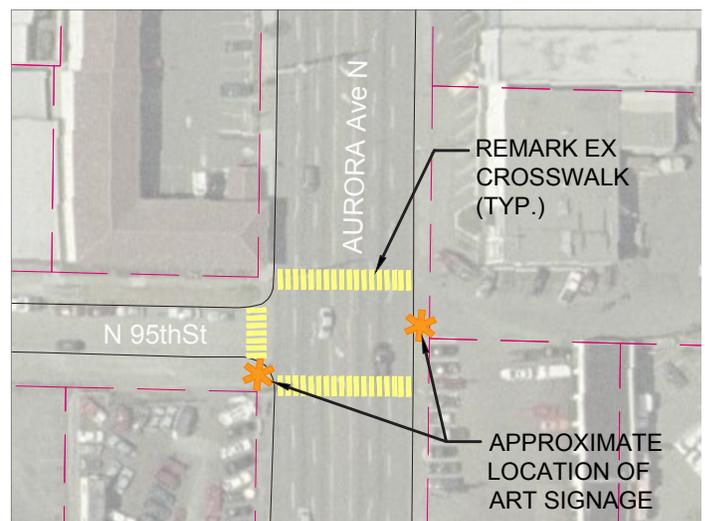
- Temporary construction easements may be needed for ramp installation at N 100th St and ramp and signal pole installation at N 92nd St. All signal components and landings need to be in SDOT's right-of-way.
- SDOT and Applicant will coordinate further for art signage location and installation. Applicant would need to apply for and hold a Street Use permit for distinctive signage. Art would need to be approved by Office of Arts and Culture and cannot block pedestrian routes.



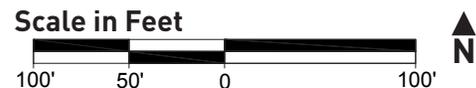
N 90th St



N 92nd St



N 95th St

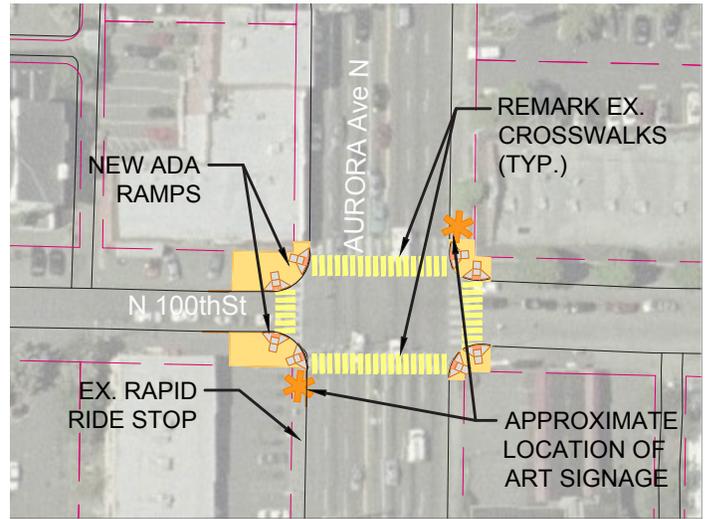


Impacts

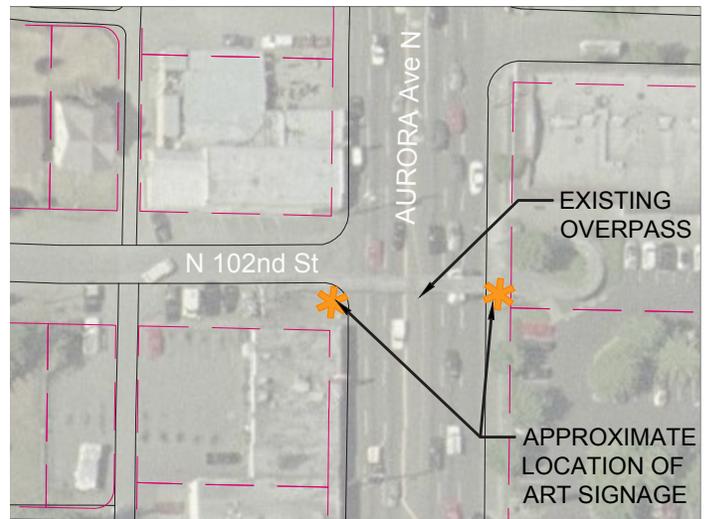
- On N 92nd St. Parking will be restricted near this intersection. While this parking is not legal, it may be perceived as parking loss.
- The installation of a median at N 92nd St will change motorist access on and off of Aurora Ave N.

Benefits

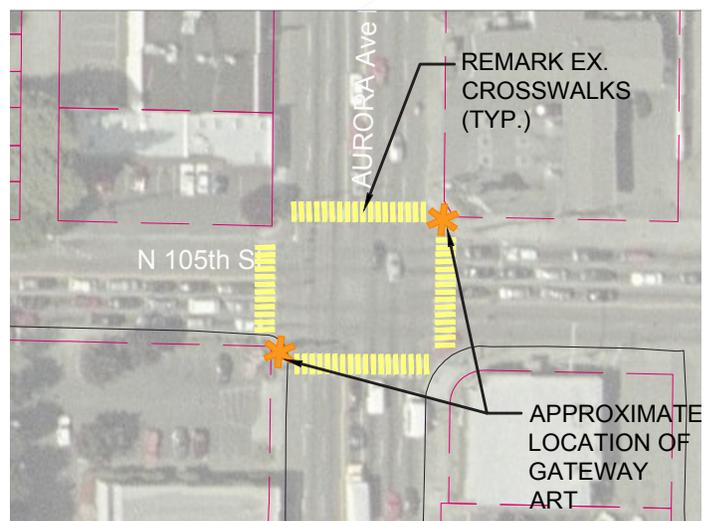
- Improved ADA access at N 100th St with the installation of a curb ramp
- Safer crossings across Aurora Ave N at N 92nd St to the schools being constructed on the east side. The signal could also support a future neighborhood greenway
- Opportunity for urban village art signage/ branding at all intersections.



N 100th St



N 102nd St



N 105th St

Scale in Feet

