

Aurora Ave N Planning Study

Seattle Bicycle Advisory Board
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Project Overview

- Joint long-range planning study between SDOT and Metro
 - Define vision for corridor north of the tunnel to 145th St with E Line extension from Aurora Village TC
 - Develop new design that enhances safety, mobility, and accessibility for all travelers
 - Primary focus on pedestrian and bicycle access, safety upgrades, and transit
 - Engage community members, businesses, residents, agency partners, and stakeholders on shared vision for the corridor



Interagency Team

- WSDOT

- Define operational assumptions for corridor
- Align with agency goals and corridor needs
- Approve designs and review plans

- Metro

- Partnership and coordination with E Line Study
- Define transit design objectives to improve rider experience, speed, and reliability

- SPU

- Develop drainage model
- Coordinate drainage improvements north of Green Lake
- Potential GSI partnerships near Aurora



Additional Interagency Stakeholders

- Office of Planning and Community Development
 - Partnership opportunity with Aurora Licton Springs Urban Village land use study
 - Outreach partnership on land use issues
- Seattle City Light
 - Coordination on lighting, utility pole relocations, and signal design
- City of Shoreline
 - Coordination on any improvements impacting N 145th St

Corridor Challenges and Needs

- Missing sidewalks
- Sidewalks in need of repair
- High collision corridor
- Long blocks and gaps between signalized crossings
- Inconsistent right-of-way width
- Grade-separated crossings are not ADA compliant
- Inadequate drainage
- Cut through traffic on neighborhood streets



Aurora Ave N and N 76th St, 1953

Bicycle Connections

- The Bicycle Master Plan (BMP) recommends several enhanced crossings of Aurora
 - N 135th St (BMP proposed)
 - N 100th St (complete)
 - N 92nd St (complete)
 - N 83rd St (complete)
 - N 77th St (BMP proposed)
 - N 41st St
- Other Possible New Crossings
 - N 143rd / N 137th St
 - 128th/127th (Interurban to Ashworth NGW)
 - 107th
 - 103rd
 - 97th
- Green Lake Outer Loop



Collisions

- Aurora is the deadliest street in the city
 - 17% of all traffic fatalities citywide occurred on Aurora
 - People walking and biking are more likely to be seriously injured
 - Pedestrians make up a disproportionate number of fatalities
 - 5% of all collisions, but 75% (15 out of 20) of all fatalities



Photo by Lee Bruch

Previous Efforts

- WSDOT Route Development Plan in 2003
 - Grant from WSDOT to implement
 - Full implementation stalled due to lack of support from business community
- Aurora Traffic Safety Corridor 2009
 - Short-term, low-cost treatments
 - Education and enforcement efforts
- Small-scale spot improvements during recent corridor repaving project 2019

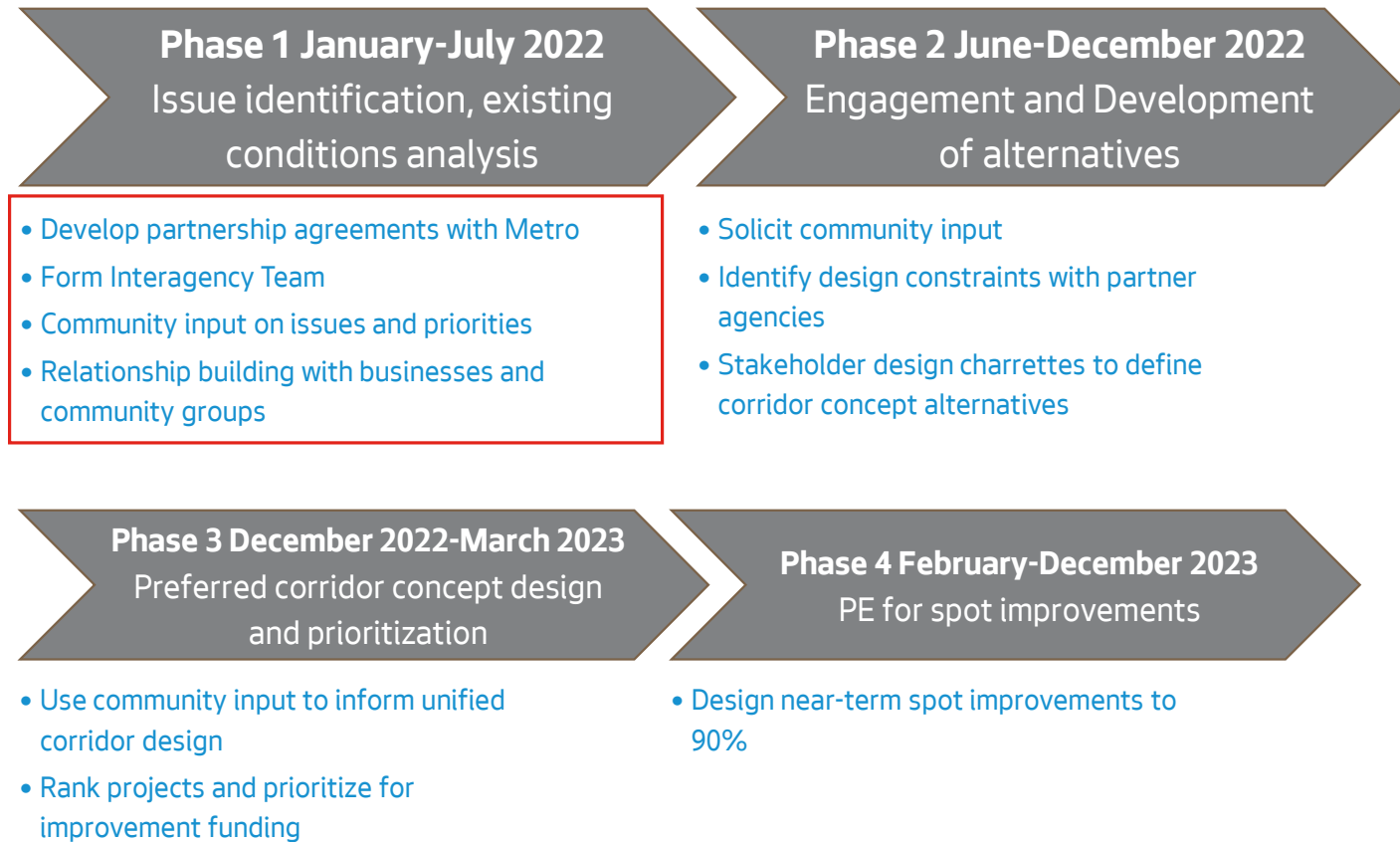


Funding and Budget

- \$2.5M planning phase
 - 2022-23
 - \$1.5M WSDOT Ped/Bike Program planning grant
 - \$500,000 for E Line Study
 - \$500,000 Move Seattle Levy
 - Focused on corridor visioning and non-motorized transportation upgrades
 - 90% design on 1-2 spot improvements
 - Guide future safety investments
- \$50M from Move Ahead Washington Transportation Package
 - Scope will be informed by this study
- Additional funds will be needed to address the entire corridor



Scope and Timeline



Ongoing Project Coordination

- Near-term work on Aurora:
 - Northbound BAT lanes south of Aurora Bridge
 - Aurora Bridge safety evaluation
 - Green Lake Outer Loop
 - N 41st St Overpass retrofit



We Want to Hear From You!

- Sign up for our email list to receive updates
- We just launched our project website
- Spread the word to friends, family, and coworkers
- Take our survey
- Participate in Design Charrettes

Questions?

Stay in touch:



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<https://www.seattle.gov/transportation/projects-and-programs/current-projects/aurora-ave-n-safety-planning-study>

