



Aurora Ave Project

Seattle Bicycle Advisory Board








March 6, 2024

Meeting Objectives

- 1) Provide project background and status update
- 2) Summarize previous and current outreach efforts
- 3) Discuss draft community ideas and evaluation criteria
- 4) Share an update on the spot safety improvements

Project Background & Funding Information

Needs & Opportunities

-  Aurora is on the High Injury Network for traffic collisions
-  RapidRide E Line is the busiest frequent bus route in WA
-  High priority for sidewalks and pedestrian crossing upgrades – has 30+ blocks of missing sidewalks and long gaps between controlled crossings
-  Designated major truck street with business access needs along Aurora
-  Few bike connections along and across Aurora
-  Lack of greening and tree canopy
-  Drainage, limited right of way, business access challenges

Traffic fatalities on Aurora Ave N make up **19%** of all traffic fatalities citywide (2018-2022)

High risk to vulnerable users. Pedestrian crashes make up **6%** of all collisions on Aurora Ave N, but **70%** of all fatalities

Key Partners & Interagency Team

- **Key Partners**

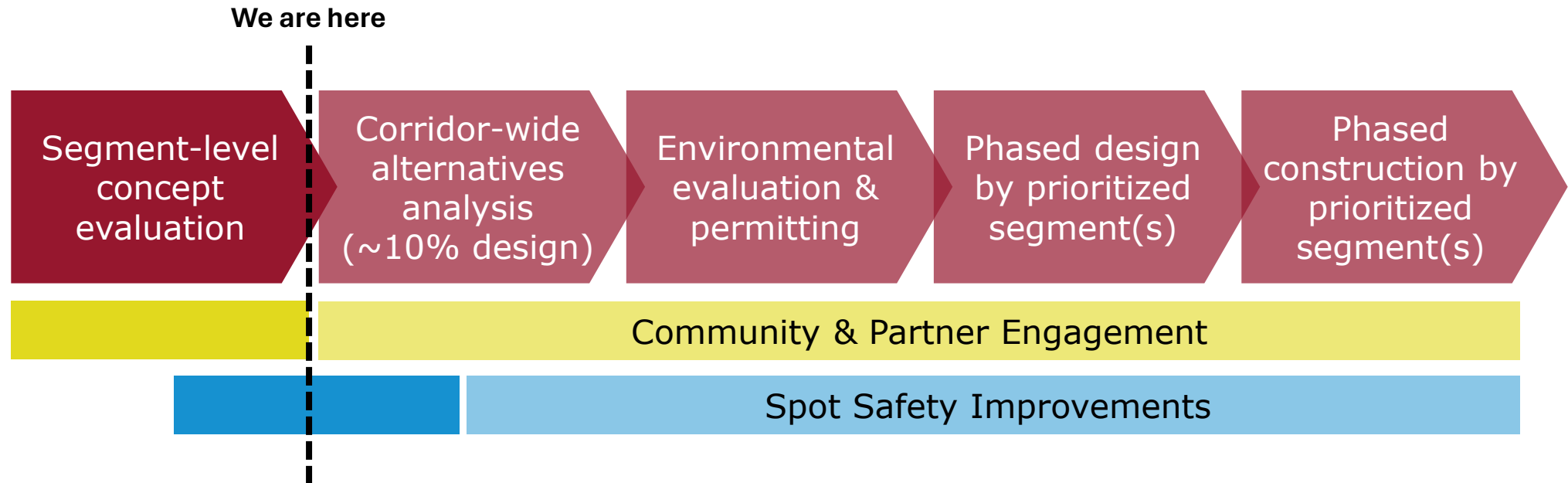
- King County Metro
- WSDOT
- Seattle Public Utilities
- Office of Planning & Community Development

- **Interagency Team**

- Port of Seattle
- Department of Neighborhoods
- Seattle City Light
- Parks & Recreation
- Human Services Department
- Seattle Public Schools
- Seattle Police Department
- City of Shoreline
- City of Edmonds
- Community Transit
- And More



Big Picture Process



Project Funding

- WSDOT Ped/Bike Program (\$1.5M): Supporting planning study and near-term spot improvement design
- Vision Zero Program (\$2M): Used to support planning (\$500K) and spot safety improvement implementation (\$1.5M)
- PSRC/FTA Equity Formula Distribution Funds (\$2.35M): Obligation later in 2024; Will support further planning, preliminary design, and environmental permitting
- Seattle Transit Measure (\$1.4M): Will provide local match funds for FTA grant to complete further planning, preliminary design, and environmental permitting
- WSDOT Move Ahead Washington (\$50M): Currently programmed for beyond 2029; Seeking to advance a portion to support planning and design work



Outreach Summary

Previous Outreach

■ Spring 2023

- Survey on high-level priorities > 2,000 responses
- Digital engagement campaign
- One-on-one conversations with >100 businesses
- Multilingual conversations with community partners
- Pop-up events and bus stop signage

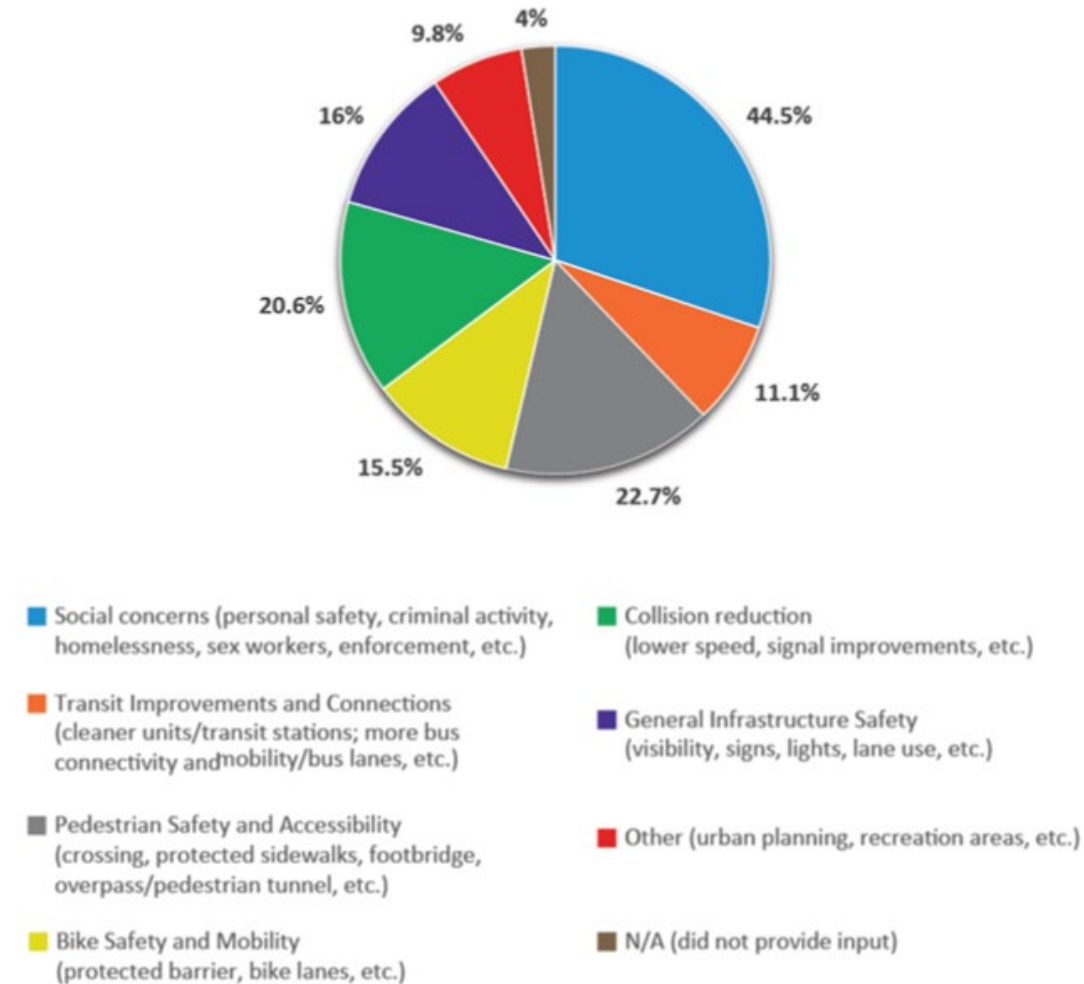
■ Summer 2023

- Intensive, collaborative design workshops by segment including modal stakeholders, community orgs, residents, and businesses
- Pop-up, participatory workshops to hear from key populations, including older adults, students, people with disabilities, and unhoused populations



Previous Outreach: Top Concerns

- **Social concerns:** Crime, personal safety, enforcement, etc.
- **Pedestrian Safety & Accessibility:** More frequent crossings and better sidewalks
- **Collision reduction:** Lower speed and signal improvements
- **General Infrastructure:** Improved visibility, lighting, and signage



Previous Outreach: Top Solutions

- **Vision:** Most participants see Aurora Ave as a vibrant community where people have spaces to interact, more trees and greenery, and more businesses and activities along the corridor while some see Aurora Ave is a major arterial that makes neighborhoods north of Seattle more accessible.
- **Road Improvements:** More consensus on changes that will improve the experience of physically being on Aurora Ave as opposed to traveling through Aurora Ave
- **Safety for People Walking:** Clear consensus around widened sidewalks, new signalized crossings, and improved lighting



Current Outreach: Key Dates

March 5: Launch online survey and advertisement campaign (virtual and in-person)

March 6 – April 5: Provide briefings to modal advisory boards, community organizations, and key stakeholders

April: Close online survey April 5, summarize results to inform our evaluation and next steps

Public Open Houses:

- Tuesday, March 12, 1–2pm, Broadview Library
- Wednesday, March 14, 6–7pm, Virtual/Online
- Thursday, March 21, 6–7pm, Bitterlake Community Center

Current Outreach: Key Messages

- Key question will be “**Do you see your vision or priorities for Aurora Ave N in at least one of the draft ideas? Is there anything we are missing?**”
- Draft ideas reflect collected **community feedback, site conditions, corridor data, and technical requirements**
- The ideas are meant to reflect a **broad range of distinct options** to help us better understand the benefits, impacts, and tradeoffs of each
- **Ideas are not proposals**, and some are already illustrating further questions or concerns that will inform next steps
- The draft ideas have **not been fully vetted or tested for feasibility** - following the initial evaluation, **some options might not advance while others might be changed or combined**

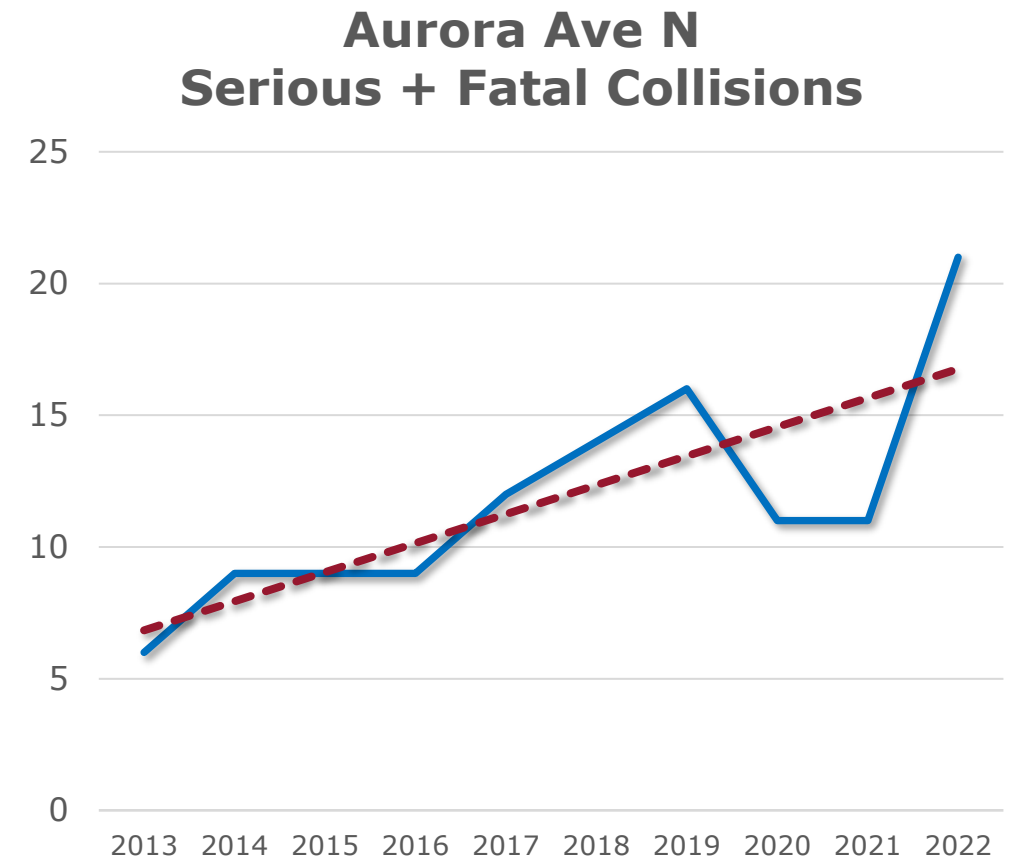
Draft Community Ideas & Evaluation Criteria

NOT PUBLISHED YET - WILL SHARE AT SBAB MEETING

Spot Safety Improvements Update

Spot Safety Improvements

- Urgent need to respond to safety and collision patterns
- Demonstrates commitment to improving safety along a high-crash corridor
- Coordinated with corridor planning process currently underway
- Near-term projects funded with additional \$1M in SDOT's Vision Zero Program funds for the corridor



Spot Safety Improvements (2023-2024)

- 'No turn on red' signs – installed to reduce pedestrian conflicts
- Leading Pedestrian Intervals - installed at most signalized intersections in 2023
- Crosswalk striping widening postponed to 2024 due to crew capacity and weather conditions
- Consultant preparing plans and WSDOT permit applications for other near-term improvements (planned for 2024 construction):
 - Crossing signal at N 137th St with center median to provide pedestrian refuge and reduce turning conflicts
 - Center medians at N 103rd St, N 128th St, N 143rd St to reduce turning conflicts and improve safety
 - Hardened centerlines at all unprotected left turns at signalized intersections to slow turning movements



Next Steps & Discussion

Next Steps

- Complete the current public engagement effort and synthesize feedback
- Refine ideas, evaluate them, and document findings
- Implement spot safety improvements
- Initiate corridor-wide alternatives analysis and preliminary design work
- Continue to identify funding to advance the design and develop an implementation timeline

Questions?



Thank You!

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