Seattle Department of Transportation

Aurora Avenue Project

Community Design Workshops Findings Report 2023

Seattle Department of Transportation

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Executive summary

Between March and July 2023, SDOT launched Phase 2 of community outreach and engagement for the Aurora Ave Project. Our Phase 2 objective was to co-create, along with community members and key stakeholders, a corridor vision and design concepts to shape the future of Aurora Avenue and transit services within the project area.

To achieve this goal, we launched the *Community Design Workshops Series* and invited residents, community leaders, local businesses, service providers and community groups to collaborate with our project team. In these workshops we shared key corridor data, feedback from Phase 1 and interactive handouts. For members of the community whose schedules did not allow them to devote several hours to an intensive workshop but allowed them to provide ideas and confirm feedback received during Phase 1 of the Aurora Ave Project we developed a "flash survey".

The workshops and survey results show that most participants envision a future where people have spaces to interact with each other, where there are more trees and greenery, and more businesses and activities along the corridor. For them the future of the corridor is not just about "becoming a safe space" and "having good transit services".

In line with participants' vision (and phase 1 feedback), the improvements that were most popular are the ones that allowed them to safely be on and around Aurora Ave. Widened sidewalks, new signalized crossings, and transit and pedestrian-scale lighting are the priorities for a majority of workshop and survey participants. Participants show less consensus on transportation and transit focused changes that affect how people travel through Aurora Ave —like bus and bike lanes, left turn restrictions, various uses of the center median—.

Different types of users of the corridor —pedestrians, cyclists, drivers, bus riders, businesses, etc. — sometimes have conflicting priorities. These conflicts stem from their differing need for safety and convenience. For example, signalized crossings are important for pedestrians and cyclists to feel safe but are a source of inconvenience for drivers. Changes like lighting, where the perceived benefits are consistent across different user groups, are more likely to be supported by the majority of participants.

The majority workshop and survey input suggest that participants would like SDOT to use their feedback to develop concepts that reflect a vision of a vibrant neighborhood, prioritizing updates that contribute to this vision. But a few participants also believe that the idea of Aurora as a highway has been overshadowed by an unrealistic vision of Aurora as a place with cafes and foot traffic, bike lanes, and restricted car traffic.

As the research and workshops conducted is not a population-based study, we can't say with certainty which view is more representative of the people living, traveling, and doing business on and around Aurora Ave.

Introduction

The Aurora Ave Project is a joint undertaking between King County Metro and Seattle Department of Transportation (SDOT). Together, we are working to develop a refreshed vision for Aurora Ave (from Harrison St to N 145th St) with funding from a WSDOT Pedestrian and Bicycle Program grant received in 2021. Additional funding comes from King County Metro and the Levy to Move Seattle.

Aurora Ave N/State Route 99 corridor is one of the highest traffic volume streets within the Seattle city limits. It runs through neighborhoods that are home to diverse communities with commercial areas that serve residents locally and regionally. This north-south corridor offers one of the busiest bus routes within the Seattle City limits, is critical for freight movement, and offers connections to dense housing, businesses, social services, and employment opportunities. Aurora Avenue, however, has a history of collisions, gaps in pedestrian facilities, inconsistent streetscape design, and accessibility barriers that make travel especially difficult for people with mobility challenges.

Between March and July 2023, SDOT launched Phase 2 of community outreach and engagement[1] for the Aurora Ave Project. Our Phase 2 objective was to co-create, along with community members and key stakeholders, a corridor vision and design concepts to shape the future of Aurora Avenue and transit services within the project area. To achieve this goal, we launched the *Community Design Workshops Series* and invited residents, community leaders, local businesses, service providers and community groups to collaborate with our project team.

Next steps: Throughout fall 2023, we will develop a shared future vision for the corridor and transit services. We will guide the concepts development with key corridor data, technical recommendations, and community feedback received during Phase 1 and 2 of outreach.

This report presents findings from the *Community Workshops Series*, which gathered input from hundreds of participants, and was supported by Department of Neighborhoods' Community Liaisons Program. The *Community Workshops Series* was promoted through in-person outreach and partnerships with community organizations and leaders. Digital tactics such as email outreach, web updates, and blog posts were also used to reach residents along Aurora Ave.

[1] Phase 1 of Community Outreach and Engagement was conducted in 2022. Phase 1 Outreach report can be found here.

Project Overview

Aurora Ave N/State Route 99 corridor is one of the highest traffic volume streets within the Seattle city limits. This north-south corridor offers one of the busiest bus routes within the Seattle City limits, is critical for freight movement, and offers connections to dense housing, businesses, social services, and employment opportunities. Aurora Avenue has a history of collisions, gaps in pedestrian facilities, inconsistent streetscape design, and accessibility barriers that make travel especially difficult for people with mobility challenges.

The last comprehensive Route Development Plan for the Aurora Ave N corridor was published in 2003, and while recommendations for near-term improvements were included, few improvements were made. Aurora Ave N has been a longstanding priority for transportation upgrades that improve safety and mobility for all travelers. Among these, there is a strong desire to enhance comfort and access for people walking along the corridor, reduce collisions for all users, and improve the quality of transit service.

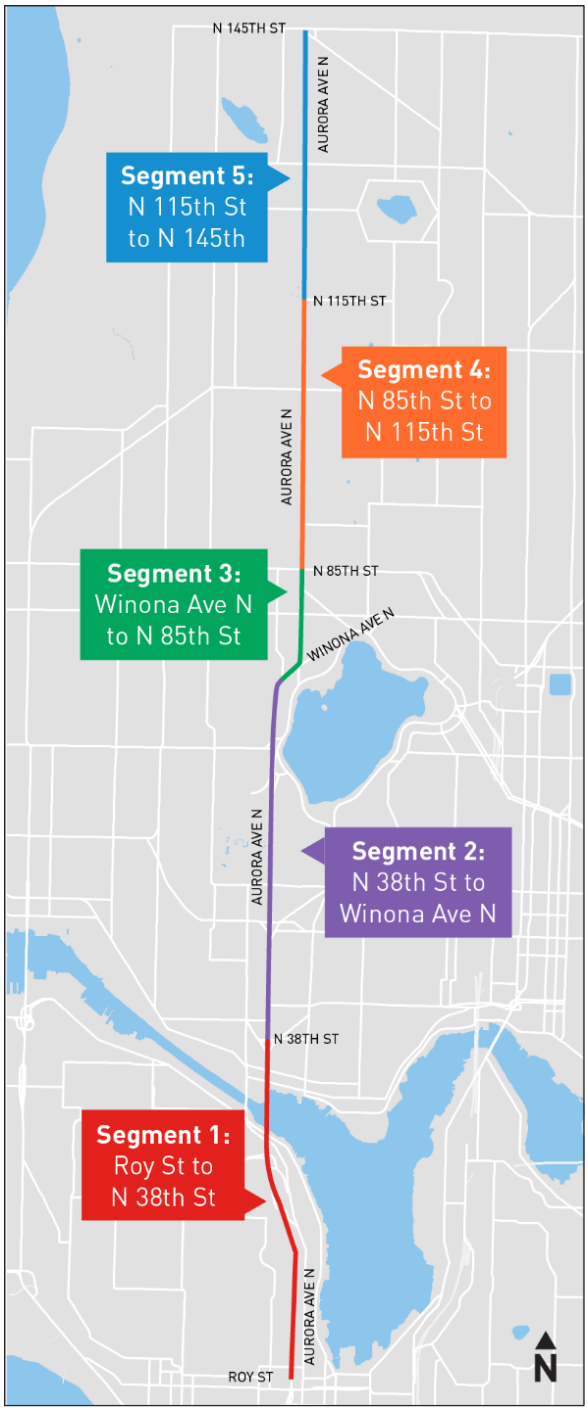
SDOT recently pursued funding to study safety and mobility improvements in the corridor. In late 2021, SDOT was awarded funding through a Pedestrian and Bicycle Program grant from the Washington State Department of Transportation (WSDOT). King County Metro is also contributing funds and partnering with SDOT to develop a new comprehensive design vision for the Aurora Ave N corridor and identify near-term projects that will advance safety while evaluating upgrade and extension options for the RapidRide E Line.

Project Purpose

- Develop a new design vision for the Aurora Ave N corridor that enhances safety, mobility, and accessibility for all travelers.
- Address the needs of residents, businesses, and corridor stakeholders in a unified vision for the corridor through an equitable and robust engagement process.
- Consider collision history and safety challenges along the corridor with a focus on addressing the most serious collisions and collisions involving vulnerable road users.
- Identify potential transit service improvements and connections (e.g., with nearby light rail stations), as well as safety and security improvements (e.g., at transit stops).
- Develop a strategy to construct corridor improvements as resources become available.

Project Timeline

Project Area



Aurora Ave N between Harrison St (near the SR 99 Tunnel north portal) and N 145th St (at the Seattle city limits) is approximately 7.6 miles long. Throughout this area, Aurora features several distinct land use and urban village contexts, roadway cross sections, and access needs. To accommodate these differences in the analysis, community engagement, and design processes, we have divided the corridor study into five segments for the purposes of the study:

1. Harrison St to N 38th St
2. N 38th St to Winona Ave N
3. Winona Ave N to N 85th St
4. N 85th St to N 115th St
5. N 115th St to N 145th St

Methodology

Collaborative and participatory design and planning is crucial to developing creative, innovative, and inclusive solutions for infrastructure projects. Engaging residents, businesses, corridor users, and interested parties early in the planning and design process often results in alternatives that are more likely to be adopted, supported and effective.

We took a collaborative approach through community design workshops and a participatory approach through community conversations. Both types of workshops were a space for discussion and practical work in which diverse groups of people shared their knowledge and experiences about Aurora Avenue.

The collaborative approach was intended to serve members of the public who were able devote several hours to an intensive workshop. In these workshops we shared key corridor data, feedback from Phase 1 and interactive handouts. The participatory approach served members of the community whose schedules did not allow them to devote several hours to an intensive workshop but allowed them to provide ideas and confirm feedback received during Phase 1 of the Aurora Ave Project by taking a “flash survey”.

Discussions focused on safety, mobility, and accessibility improvements desired that were highlighted in our Phase 1 survey from late 2022.

Collaborative Design Workshops

A collaborative workshop is an intensive session in which a design team presents baseline information on selected issues to participants, learn from others’ perspectives, grapple with alternatives, weigh options, set priorities and reach conclusions. It brings people together for a prolonged working meeting or series of meetings to generate comprehensive lists of solutions, ideas, scenarios, alternatives, plans or designs for decision making.

Collaborative workshops are also used to:

- Facilitate collaborative design.
- Develop ideas, alternatives, solutions, and outcomes in planning and design using an iterative (repeating and improving the cycle/work style) and interactive (collective) process.
- Explore and demonstrate how corridor toolkit elements can be applied.
- Pull together many perspectives and elements of a project, create proposals, alternatives, or scenarios for relatively complex projects.
- Build excitement in community groups and interested parties by allowing them to collaborate and witness how concepts and ideas can be rendered into concepts for the corridor.

Participatory Design Workshops

Participatory workshops are non-intensive mobile workshops where the project team and community liaisons present baseline information in interactive, easy-to-understand formats on selected topics to participants, gather others' perspectives, and set priorities. By meeting focus populations where they are, the participatory workshops attempt to generate a comprehensive list of locations where to prioritize spot improvements and understand priorities and tradeoffs for the future vision for Aurora Avenue.

Participatory workshops are also used to:

- Address participation gaps, especially for historically underrepresented populations
- Gather ideas and confirm feedback received during Phase 1 engagement
- Facilitate participatory design.
- Develop ideas, alternatives, solutions, and outcomes in planning and design using an interactive (collective) process.
- Pull together many perspectives and elements of a project to co-create proposals, alternatives, or scenarios for relatively complex projects.
- Build excitement and empowerment among residents by allowing them to participate and witness how concepts and ideas can be rendered into concepts for the corridor.

Research Goals

The overall goal is to co-create, along with community members and key stakeholders, a corridor vision and design concepts to shape the future of Aurora Avenue and transit services within the project area. We will use feedback received during Phase 1 of outreach, key corridor data and technical recommendations.
Other objectives include:

- Provide clear context from the survey results (2022) and corridor data to ensure consistency in project priorities.
- Verify what the needs are for each audience in terms of safety while traveling along the corridor, making sure there is consistency across from survey results, and how these needs can be addressed.
- Identify and confirm the priority locations where safety improvements for people walking, biking, taking transit and travelling along the corridor are most needed.

Audiences

The following audiences were identified to participate and collaborate in the Aurora workshops.

Primary Audience

- Engagement gaps from Phase 1 of the project:
    - Seniors
    - Students
    - People with disabilities
    - People experiencing homelessness
- Members of the public who experience the corridor on daily basis:
    - Residents
    - Community base organizations
    - Neighborhood councils
    - Neighborhood coalitions
    - Neighborhood associations
    - Advisory boards
- Groups that are investing in the corridor frequently:
    - Business owners and associations
    - NGOs
    - Housing centers (to include the voices of sex workers and people experiencing homelessness)
    - Seattle Public Schools (SPS)
    - Freight representatives

Secondary Audience

- People whose workplace is in the corridor:
    - Delivery persons
    - Couriers or messenger
- People who travel along the corridor frequently:
    - Commuters
    - Transit riders
- People who use recreational spaces along the corridor.

General Audience

- Interested members of the public.

Audience Participation

In the spirit of facilitating the participation and collaboration of all audiences, we organized the workshops as follows:

The audiences in **Community Design Collaborative Workshops** were:

- Residents
- Community base organizations
- Neighborhood councils
- Neighborhood coalitions
- Neighborhood associations

- Advisory boards
- Business owners and associations
- NGOs
- Freight stakeholders

The audiences in **Community Design Participatory Workshops** were:

- Seniors
- Students (SPS)
- People with disabilities
- People experiencing homelessness
- Residents
- Commuters
- Transit riders
- Housing centers
- Delivery persons
- Couriers or messenger
- Interested members of the public

Materials

We developed the following materials to facilitate the workshops:

1. **Updated factsheet**
   We updated our project factsheet to provide up to date information about the project to the different audiences.
2. **Handouts**
   We developed handouts to provide structure to the collaborative workshops. These handouts included a kit of possible solutions to safety, mobility, and accessibility improvements desired that were highlighted in our survey from last year as well as a fill-in-the-blank vision statement exercise. Workshop participants could choose these alternatives to express how they would address the improvements, or they could offer new alternatives.
3. **Flash Survey**
   We developed a survey to guide the participatory workshops. This survey included questions about transit service improvements and mirrors the categories of analysis on safety, mobility and accessibility improvements included in the handouts used during the collaborative workshops. We translated the survey into Vietnamese, Chinese and Korean.
4. **Mobile Kit**
   We developed a mobile kit with handout and survey graphics and information so that community liaisons could present relevant information to the audiences they sought to engage during Phase 2 Outreach.
5. **Presentation**
   We prepared a presentation with contextual information and key data about the project area to encourage transparency between the project team and the community and to give workshop participants a common starting point for providing feedback.

Outreach Methods

We used the following methods to inform and engage with different populations about the Aurora Ave Project, Phase 2:

Online

- **Web updates.** We provided up-to-date information about the project. Our website (www.seattle.gov/transportation/auroraproject) got 2,858 visits from January to July 2023.

March
We updated the content to soft announce that the next opportunity for input on this project would be through design workshops.

May
We let the public know the details about the workshops and how to participate.

June
- We announced that our workshops series would close with a virtual workshop and offered details to participate.
- We let the public know that our community design workshops series officially ended and shared that during July Community Liaisons continued to gather feedback.
- We uploaded the materials used during the workshops, like the handouts and the presentation.
- Finally, we let the public know the next steps.

- **Listserv.** Throughout the *Community Design Workshop Series* period, we sent email blasts to both inform and invite residents, stakeholders, and community groups to stay up to speed on the project news and provide input by participating in the workshops, as follows:
    - Community Design Workshops soft announcement and Improvements – April 11th, 2023, 1,045 recipients.
    - Community Design Workshops details – June 1st, 1,105 recipients.
    - Online Community Design Workshop – June 6th, 1,113 recipients.
    - Aurora Avenue Project, next steps – June 21st, 1,125 recipients.
- **Blog post.** On May 12th, 2023, we posted a blog to both inform the public about the Community Design Workshops and promote participation. 305 people re-shared the blog post via the blog's shared buttons.

- **Workshops**

- **Participatory:** People with disabilities**,** April 27th, Washington Easterseals, full corridor.
- **Collaborative:** Interested members of the public, June 20th, full corridor.

In-person

- **Workshops:**
  - **Participatory**
    - People with disabilities – May 10th, Banchero Disability Partners, full corridor.
    - Seniors – May 5th, Greenwood Senior center, full corridor.
    - Students – June 5th, Ingram High School, full corridor.
    - Multicultural residents, sex workers, people experiencing homelessness, transit riders, delivery persons – June through mid-July, full corridor.
    - Resident led workshop – July 31st, segment 2.
  - **Collaborative**
    - Residents and stakeholders
      - Segment 1 – June 1st
      - Segment 2 – June 15th
      - Segment 3 – June 13th
      - Segment 4 – June 8th
      - Segment 5 – June 6th

Engagement Summary

In total, nearly 450 people participated in our Community Design Workshop Series. We offered token compensation to more than 250 people.

When	What	Details
March – June 2023	Web updates	Kept the project webpage up to date with information about Phase 2
April – June 2023	Email blasts	Sent out listserv emails to promote workshops participation
April – July 2023	Community Design Workshops	Workshops to gather community input

Workshops Timeline

We held 10 workshops, eight in-person and two virtual ones. We teamed up with local partners such as Seattle Public Schools, Banchero Disability Partners, Easterseals Washington, Greenwood Senior Center, the community liaisons, residents, local businesses, and local groups, among others.

May 10
People with disabilities – Banchero Disability Partners, full corridor.

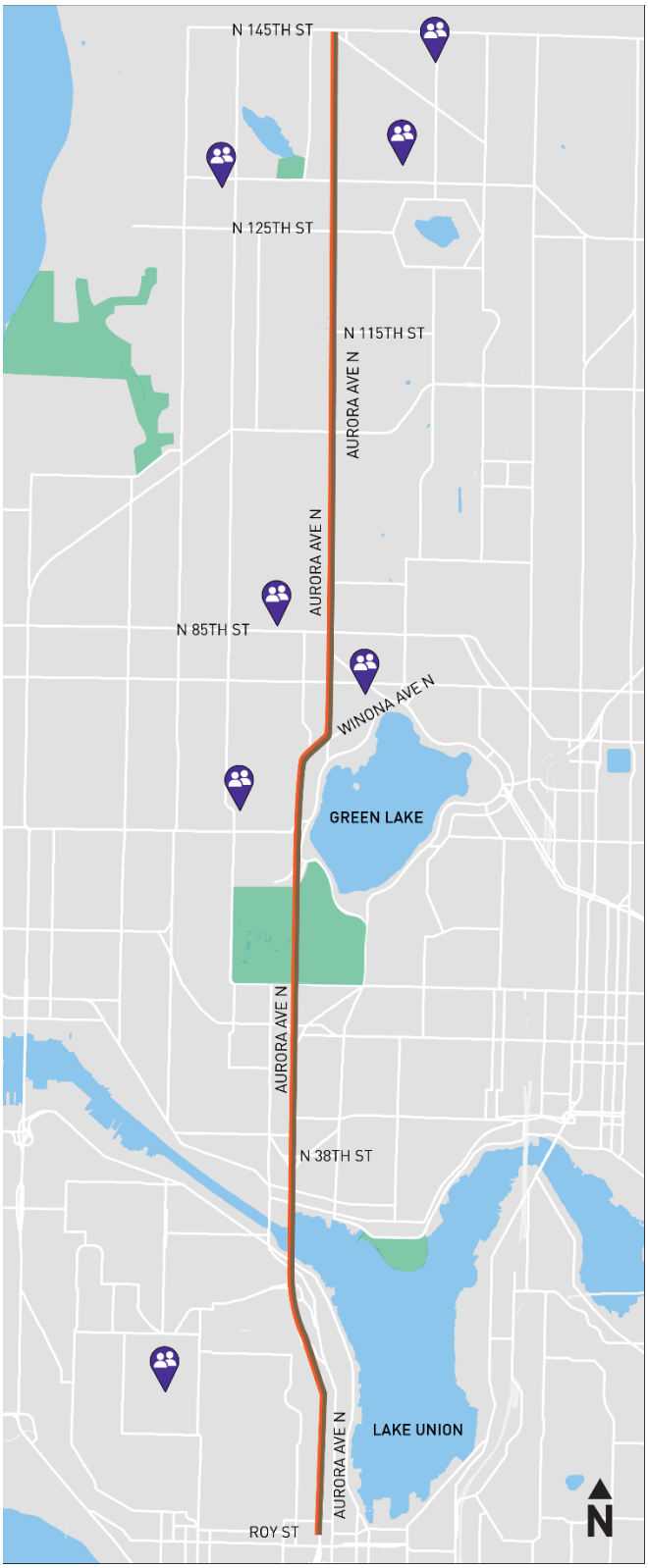
May 5
Seniors, Greenwood Senior center, full corridor.

June 5
Students, Ingram High School, full corridor.

June through mid-July
Full corridor: Multicultural residents, sex workers, people experiencing homelessness, transit riders, delivery persons.

July 31
Segment 2: Resident led workshop.

Map of Community Engagement



Single points in the map
(Community Design Workshops)

- Queen Anne Library
- Phinney Center
- Greenwood senior center
- Bethany Church
- Broadview Library,
- Ingraham High School,
- Autumn Ridge Apartments,
  15135 Stone Lane North, Shoreline,
  WA 98133

General line along the corridor
(community liaisons workshops)

Key Findings

Vision – 20 Years in the Future

- Most of our workshop participants in all segments are aligned with their future vision for Aurora Ave: a vibrant community and neighborhood.
- Most participants envision a future where people have spaces to interact with each other, where there are more trees and greenery, and more businesses and activities along the corridor.
- Most participants express that Aurora Ave. currently does not make the surrounding areas feel like the vibrant neighborhood they envision.
- Participants also envision a "safer" corridor with "better transit services".
- Fewer participants show a vision of Aurora Ave as a highway that makes the neighborhoods north of Seattle accessible.

Road Improvements

- Participants show more consensus on changes that improve their experiences when they are physically on Aurora, as opposed to travelling through Aurora Ave.
- In line with participants' vision, the improvements that were most popular are the ones that allow community members to safely be on and around Aurora Ave. Widened sidewalks, new signalized crossings, and transit and pedestrian-scale lighting are the priorities for a majority of workshop and survey participants.
- Participants show less consensus on transportation and transit focused changes that affect how people travel through Aurora Ave. like bus and bike lanes, left turn restrictions, various uses of the center median.
- Different types of users of the corridor —pedestrians, cyclists, drivers, bus riders, businesses, etc.— sometimes have conflicting priorities. For example:
    - *"Drivers don't want slower speeds; pedestrians want slower speeds."*

Conflicts

- Most of the disagreement revolves around how people want to use Aurora Ave and their perceptions of safety and convenience.
- Pedestrians, cyclists, drivers, bus riders, businesses, etc. sometimes have conflicting priorities. These conflicts stem from their differing need for safety and convenience. For example, arguments are:
    - On signalized crossing:
        - *"Mobility impaired people have a lot of trouble crossing; lack of signalized intersections makes it worse."*
        - *"No signals please, it would slow traffic and buses."*
    - On left turn restrictions:
        - *"No left turn restriction, add left turn lights with green and red arrows… need I-99 as an arterial corridor."*
        - *"Also left lane with its own left turn light, every wreck I've seen and heard about was left turn yields; they make a lot of people nervous from what I've heard."*

    - On bike lanes:
        - *"No bike lanes, people often not watching out for pedestrians when riding bikes."*
        - *"Bike lanes need to be widened for [safety]..."*
- Changes like lighting, where the perceived benefits are consistent across different user groups, are more likely to be supported by the majority of participants.
- The most divergent views for the concepts development of the corridor are between participants who envision Aurora Ave as a part of their neighborhood, and participants who see Aurora Ave as a highway.
    - The key area of disagreement is around traffic calming and restricting measures.
- The majority workshop and survey input suggest that participants would like SDOT to use their feedback to develop concepts that reflect a vision of a vibrant neighborhood, prioritizing updates that contribute to this vision.
- However, there is also an opposing point of view that the vision of Aurora Ave as a place with shops and foot traffic is unrealistic. This vision expresses that Aurora Ave is a highway that will continue to make neighborhoods north of Seattle accessible.

Findings and Results

The following sections present the workshop and "flash survey" results and findings. As the research conducted is **not a population-based study**, we can't say with certainty the percentages and prioritizations shown below are representative of everyone living, traveling, and doing business on and around Aurora Ave.
What the findings and results do show is that certain feelings, ideas, and behaviors exist. We can still make tentative inferences and present answers to our research goals and questions, but the percentages that the survey or the workshops produce are just representative of the people that participated and unlikely to accurately represent the entire subpopulation.

Workshop Findings

The following sections cover all Collaborative and Participatory Design Workshops, both in-person and online. The sections below will highlight common themes and findings for the entire project area, certain comments are segment specific and compiled in the "Segment Specific Requests and Comments" section.

Vision – 20 Years in the Future

The workshops started with participants sharing their vision of the corridor 20 years in the future. We asked them about their preferred mode of transportation in the future, as well as what has changed in this time.

Mode of Transportation

81 participants shared how they envision travelling in the future:

- 29 (36%) said they will be taking the bus, light rail, or other community public transit service.
- 21 (26%) said they will be walking or using a wheelchair or some other kind of mobility device.
- 18 (22%) said they will be biking down the corridor.
- 13 (16%) said they will be driving a car, electric vehicle, or truck.

What Changed

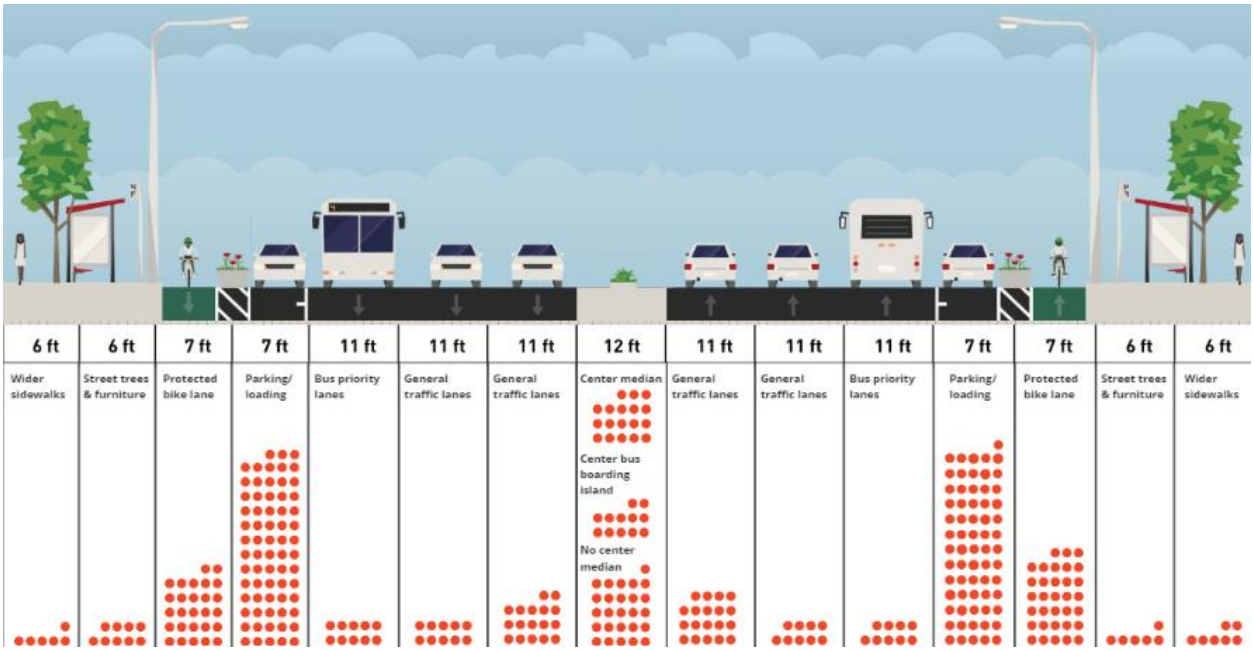
The 145 changes shared by participants fall within the following themes:

- **49 (34%) emphasize more people out and about Aurora Ave.**
    - 27(19%) mentioned seeing more people, families, and kids.
    - 7 (5%) mentioned pedestrians and transportation coexisting.
    - 6 (4%) mentioned people among trees and plants.
    - 5 (3%) mentioned people feeling less tension and being more welcoming.
    - 4 (3%) mentioned people in businesses, restaurants, and shops.
- **31 (21%) comments envision more trees, a cleaner environment, and better landscaping.**
    - 20 (14%) mentioned more trees, green ways, and benches.
    - 7 (5%) mentioned a quieter environment.
    - 4 (3%) mentioned a cleaner and brighter corridor.
- **26 (18%) comments touch on businesses, the vibe, and activities around the corridor.**
    - 15 (10%) comments emphasize more small local businesses and cafes.
    - 11 (8%) mentioned being more inviting, enjoyable place, and a sense of neighborhood.
- **24 (17%) comments are about transit and transportation around the corridor.**
    - 16 (11%) mentioned fewer cars in this future.
    - 8 (6%) mentioned better connections and infrastructure.
- **16 (10%) of the comments are about improved safety and social concerns.**
    - 6 (4%) mentioned safety from cars and ease of crossing.
    - 5 (3%) mentioned a general sense of safety.
    - 4 (3%) mentioned fewer sex workers around the corridor.

Roadway Configuration

The roadway configuration activity presented workshop participants with all potential features and options available to Aurora Ave; however, including everything would make the road 130 feet wide. We asked participants to eliminate features until the road is at or below the available width of the right-of-way, which is 106 feet for segments 1 and 2, and 90 feet for segments 3 through 5. (Exhibit 2 – 6) Exhibit 1 shows the features participants **chose to eliminate**, with each red dot representing a vote to eliminate that feature. Exhibit 1 also shows that the dots are balanced on both sides of the street, suggesting there is no distinction in preferences between north-bound and south-bound roads.

*Exhibit 1 – Least Preferred Roadway Configuration of Workshop Participants**



**Red dots represent the features to remove.*

Overall, there were 347 dots:

- 134 (38%) chose to eliminate parking and loading.
- 60 (17%) chose to eliminate protected bike lanes.
- 55 (15%) chose to eliminate one or more of the general traffic lanes.
- 19 (5%) chose to eliminate bus priority lanes.
- 15 (4%) chose to eliminate street tress and furniture.
- 13 (4%) chose to eliminate wider sidewalks.

The center median had three options for participants to pick from:

- 26 (7%) chose to eliminate center medians all together.
- 18 (5%) chose to eliminate a regular center median and prefers a center bus boarding islands.
- 12 (3%) chose to eliminate the bus boarding island, preferring a regular center median.

The percentages will not necessarily reflect the prioritization of certain ideas for further exploration, they are meant to highlight the range of ideas. While the data is not disaggregated by the characteristics of participants, we want to note that different groups had different priorities for the roadway. Beyond the votes, other common suggestions regarding roadway configuration are listed below. Percentages are not given as participation in this activity was voluntary.

- **Sidewalk**
  - 2 participants noted the desire for wider 8 ft sidewalks.
- **Bike Lanes**
  - 7 participants talked about two-way bike lanes on the same side.

    - 3 participants wanted the bike lanes to be between the bus stop and the sidewalk.
    - 3 participants wanted bikes lanes to move to a parallel street.
- **Off-peak Only**
    - 7 participants suggested off-peak hours for parking/loading, general traffic lanes, and/or freight traffic.
- **Center Median**
    - 12 participants supported bus loading islands in the center median.
    - 4 participants believed that the center turn lanes are important for drivers and businesses.
    - 3 participants wanted smaller and narrower medians instead.
    - 2 participants said there is a lack of crossings for pedestrians to get to the median for the bus.
    - 2 participants envisioned elevated monorail and train platforms in the center.
- **Parking and Loading**
    - 4 participants said loading and parking is important for local businesses as well as for deliveries.
    - 3 participants said parking adds to safety and calms traffic.
    - 2 participants said parking and loading is only important for local businesses.
- **Safety and Enforcement**
    - 10 participants wanted red-light cameras, speed cameras, and general traffic calming measures.
    - 5 wanted more enforcement of speeding down bus only lanes.
    - 4 participants hoped for bollards between traffic and pedestrians.

Other comments are:

- *"Living in Seattle is expensive and many commute from less expensive housing areas up north. These commuters deserve a voice since they use the Aurora Highway on a daily basis. Not everyone can bus or ride a bike due to where they are traveling to or what additional things they need to transport (kids to various places, large items, etc.)"*
- *"Parking makes it difficult to see pedestrians."*
- *"Smaller sidewalk with bike lane"*
- *"Add more center medians to eliminate the left turns off and on Aurora."*
- *"Large carparks like west lake."*
- *"Shared use trail."*
- *"Is there a way to get restaurants/businesses parking just off aurora?"*
- *"Designing for kids and people with disabilities and humans."*
- *"S bound [should be] vehicles only."*
- *"More housing [is] being built on Aurora - if there are not enough pedestrian space, then people will be walking on the road."*
- *"Center median is helpful as a pedestrian."*
- *"3 general traffic lanes."*
- *"Getting around without cars = yay!"*
- *"Remove left turn lanes (at non-intersections) and add trees!"*

- *“Interested in removing a lane of traffic and adding electric buses.”*
- *“No More money on bike lanes, spend on crosswalks.”*
- *“No more bike lanes."*
- *“Sidewalks are much more democratic than bikes lanes, increase safety.”*
- *“No to anything that narrows the driving lanes.”*

Exhibit 2 – Segment 1 Least Preferred Roadway Configuration of Workshop Participants

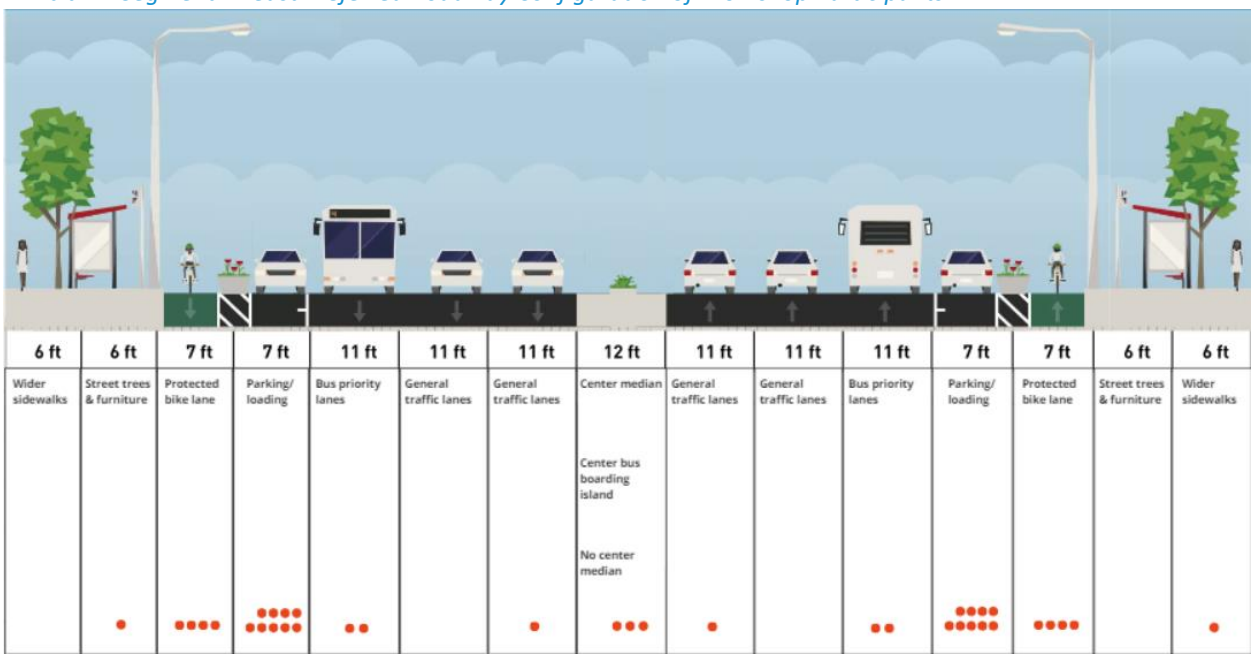


Exhibit 3– Segment 2 Least Preferred Roadway Configuration of Workshop Participants

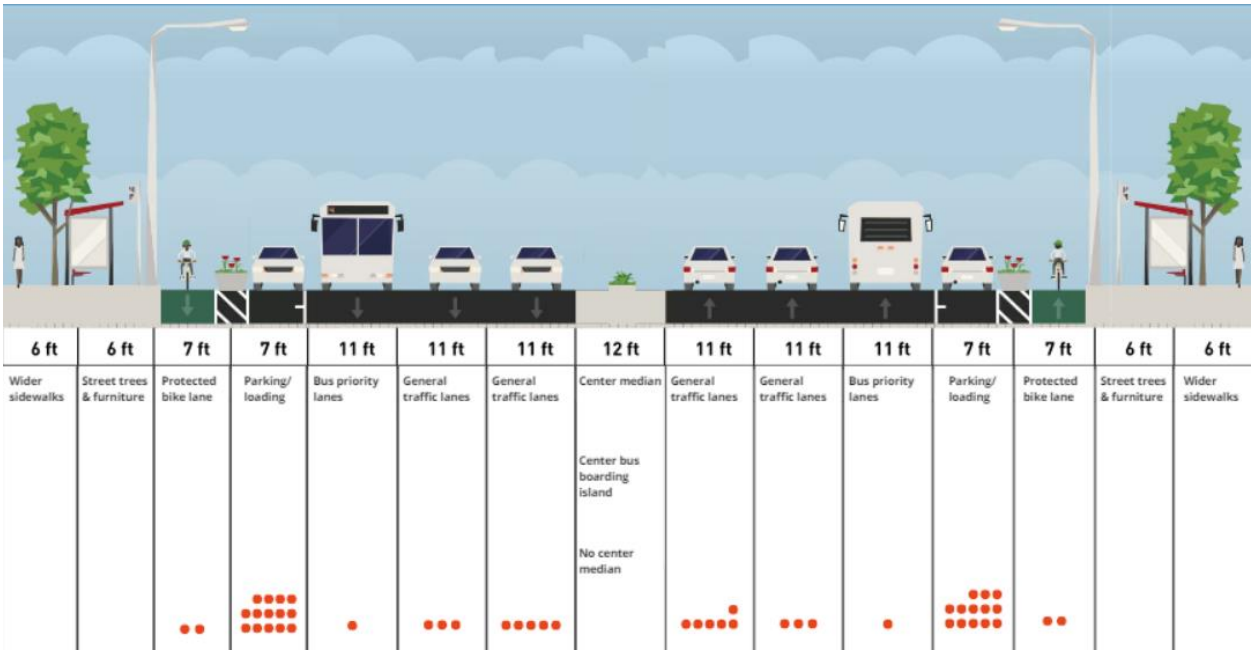


Exhibit 4 – Segment 3 Least Preferred Roadway Configuration of Workshop Participants

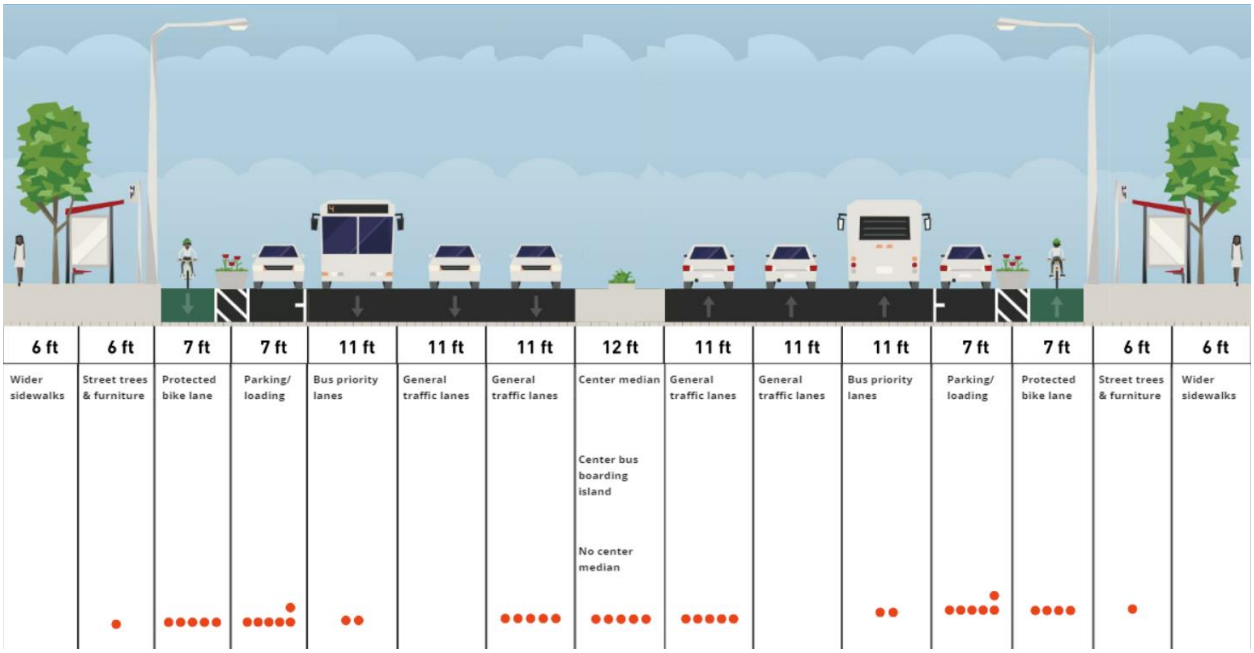


Exhibit 5 – Segment 4 Least Preferred Roadway Configuration of Workshop Participants

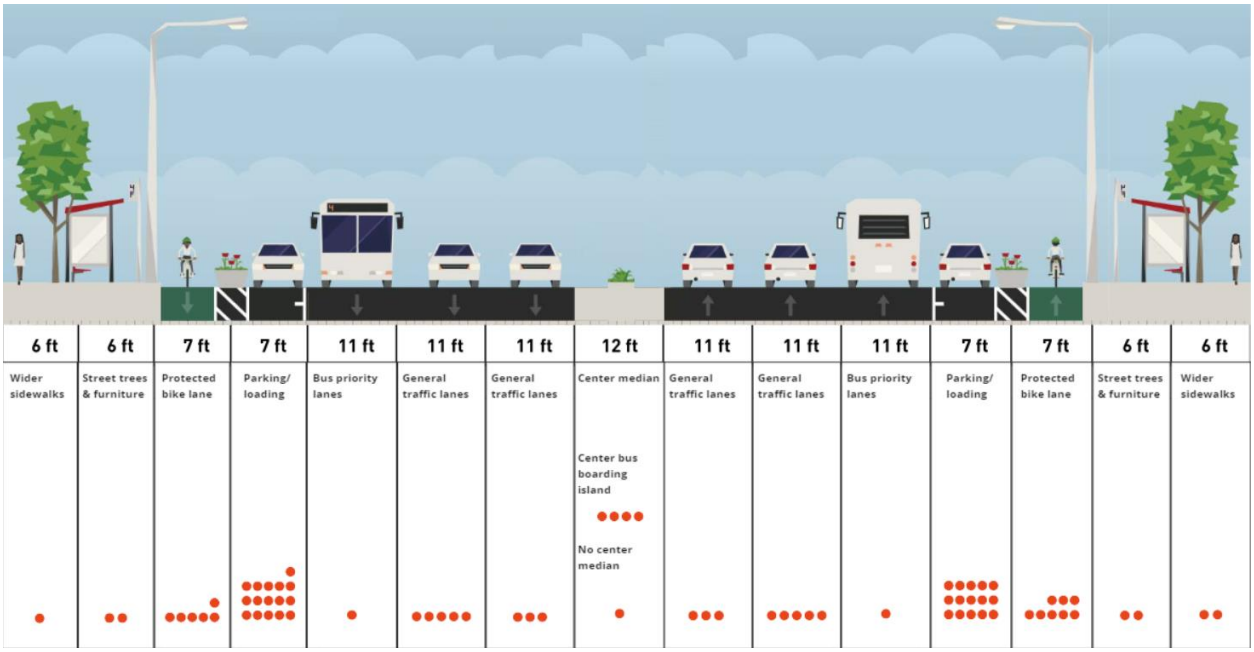
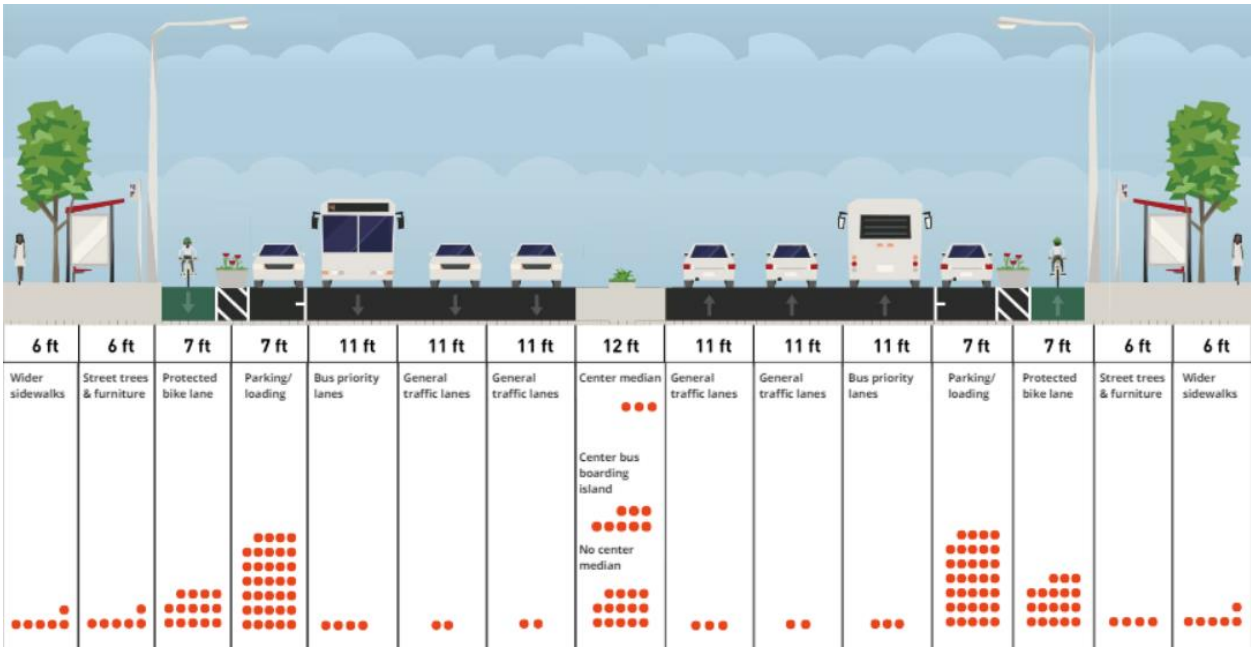


Exhibit 6 – Segment 5 Least Preferred Roadway Configuration of Workshop Participants



Signals and Intersections Safety

Workshop participants in each segment picked from the 5 signal and intersection safety options below to add to a map of their segment, their choices are shown in exhibit 2 through 6. The black C ("Unspecified option") was not initially available for selection, however certain participants did not specify which option they want, instead only highlighted the intersections they want more attention on, so that option was used as a place holder.

Options:

A Signalized crosswalks at intersections

B Midblock crosswalks

C Pedestrian refuge islands

C Unspecified option

D Curb extensions/curb bulbs

Overall workshop participants added 327 signal and intersection safety recommendations. However, participation in this activity varied from segment to segment, with the fewest responses from segment 3 participants. Of the 327 options added to the map:

- 129 (39%) were signalized crosswalks at intersections.
- 65 (20%) were pedestrian refuge islands.

- 51 (16%) were midblock crosswalks.
- 46 (14%) were unspecified.
- 36 (11%) were curb extensions/curb bulbs.

Comments that expand on their choices are:

- **Signalized crosswalks at intersections**
  - *"Mobility impaired people have a lot of trouble crossing; lack of signalized intersections makes it worse."*
  - *"No signals please, it would slow traffic and buses."*
  - *"Recognize the tension between adding signals and slowing down the E Line."*
- **Midblock crosswalks**
  - *"[They should come] with avoid ques for people with low vision or blind."*
  - *"Mid-block or signalized crosswalks should be near the E Line stops."*
- **Pedestrian refuge islands**
  - *"Being on a median or on an island does not sound pleasant."*
  - *"Pedestrian islands at traffic signal locations will give me somewhere to wait if I can't make it all the way across during the light."*
  - *"Make sure there are accessible crossings where there are islands."*
- **Curb extensions/curb bulbs**
  - *"Curb extensions down [north bound] side."*
  - *"Curb extensions vs parking, what is the difference?"*
  - *"Maybe turn only lanes also? (For the curb extensions)"*
- **Other**
  - *"More pedestrian bridges"*
  - *"Add crosswalk with no signals."*
  - *"Remove the underpass."*
  - *"Slow down before green space only option."*
  - *"Best option: bollards, on the sidewalk along the curb line"*

Exhibit 7 - Segment 1 Signals and Intersections Safety Preferences

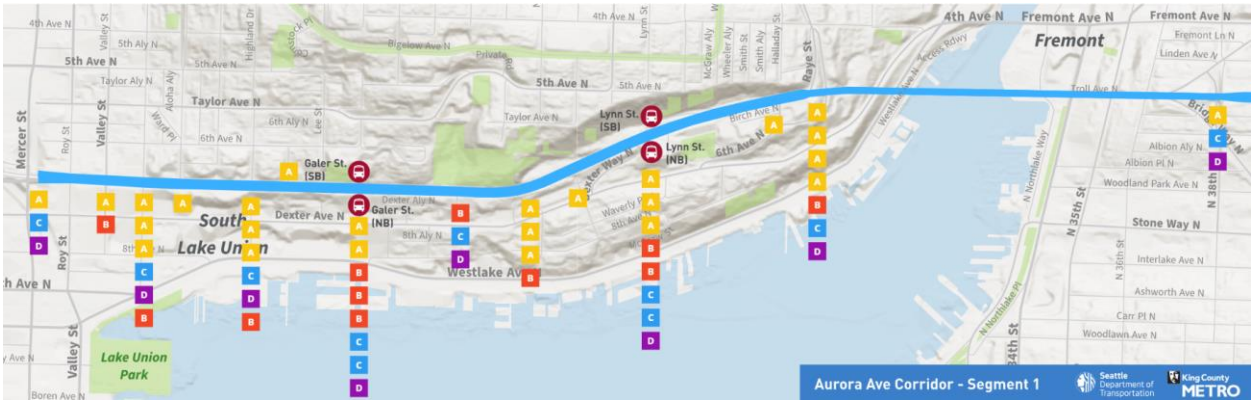


Exhibit 8 - Segment 2 Signals and Intersections Safety Preferences

Exhibit 9 - Segment 3 Signals and Intersections Safety Preferences

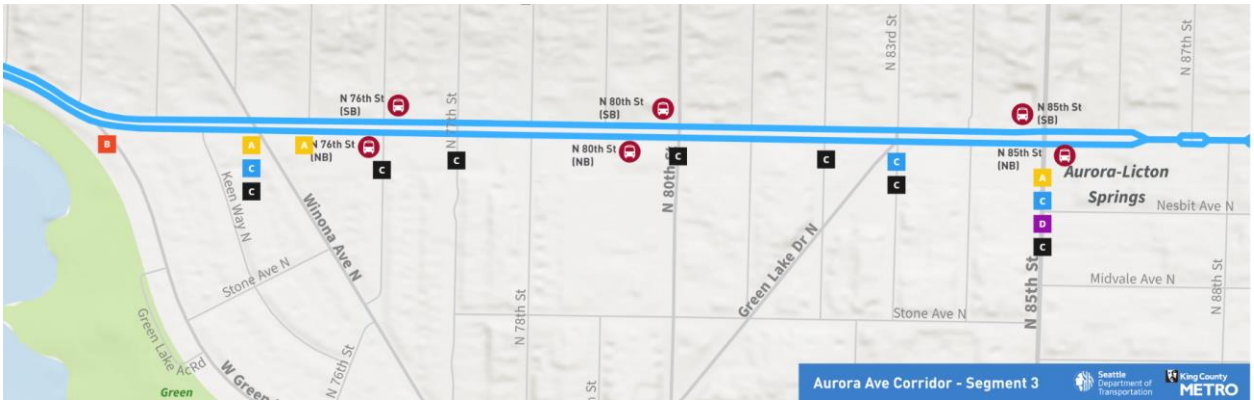


Exhibit 10 - Segment 4 Signals and Intersections Safety Preferences

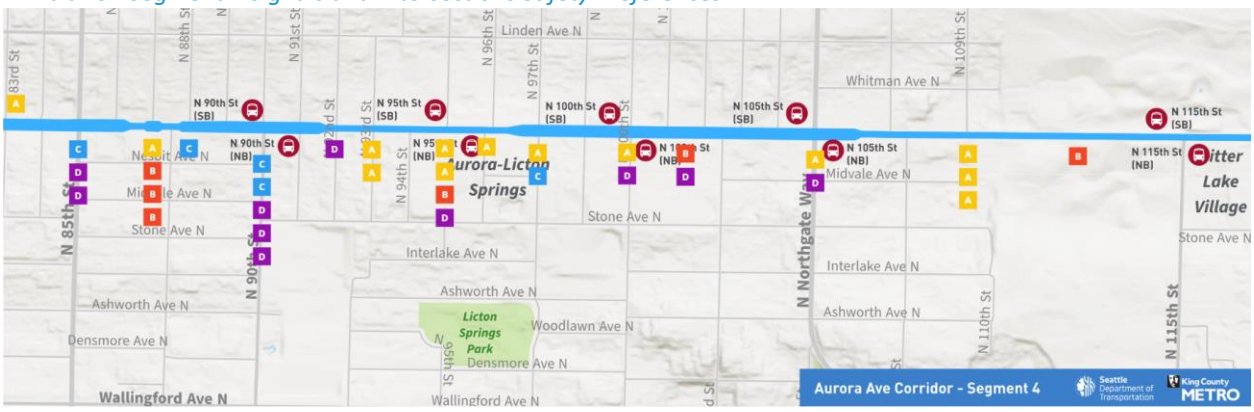
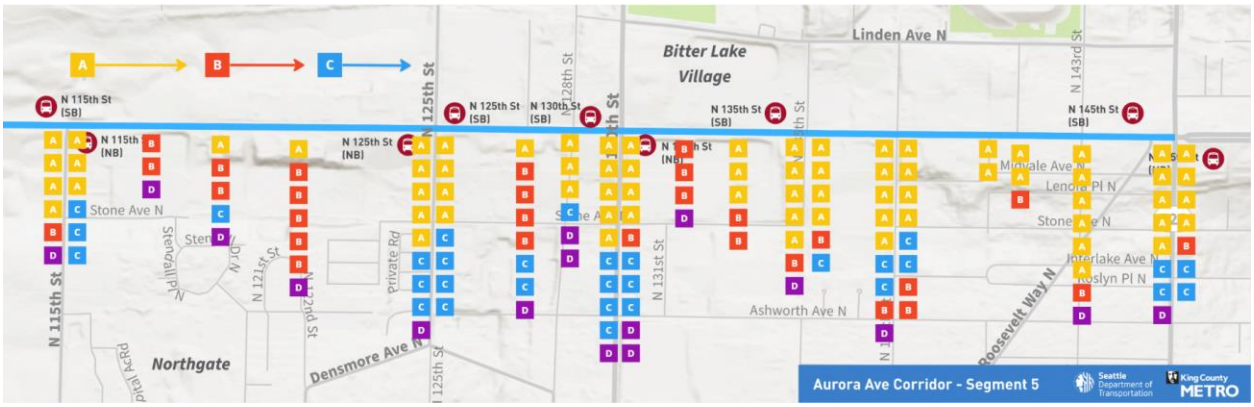


Exhibit 11 - Segment 5 Signals and Intersections Safety Preferences



Lighting

Workshop participants in each segment picked from the 4 lighting options below to add to a map of their segment, their choices are shown in exhibit 7 through 11. The black C ("Unspecified option") was not initially available for selection, however certain participants did not specify which option they want, instead only highlighted the location they want more lighting, so that option was used as a place holder.
Options:

A Pedestrian scale lighting

B Improved lighting at intersections

C Transit stop lighting

C Unspecified option

Overall workshop participants added 429 lighting recommendations. Again, participation in this activity varied from segment to segment. Of the 429 options added to the map:

- 179 (42%) were transit stop lighting.
- 151 (35%) were pedestrian scale lighting.
- 95 (22%) were improved lighting at intersections.
- 4 (1%) were unspecified.

Comments from this activity were:

- **Pedestrian scale lighting**
  - *"Would like to see continuous pedestrian scale lighting along whole corridor."*
  - *"Lighting for people walking,"*
  - *"More sidewalks and lighting to ensure pedestrian safety."*
  - *"Pedestrian lights (A) the whole west side."*

- *“What is the cost [per] mile for sidewalks?”*

- **Transit stop lighting**
  - *“[This could] deter misuse of [bus] shelters.”*
  - *“Light all bus stops.”*
  - *“Lighting bus stops."*
- **Light Location**
  - *“Everywhere.”*
  - *“Seattle needs all of that lighting!”*
  - *“Improved lighting underpasses.”*
  - *“Light on stairs.”*
- **Light type**
  - *“Would like to see solar based lighting - or perhaps motion sensor lighting.”*
  - *“The LEDs are too high a color temperature. Prefer orange-er vs. green-er LEDs. Research into light temperature, a lot of blue [and] white lights, doesn't make it easier to see.”*
  - *“Lighting is concentrated on the sides of aurora but some of the accidents are because people are crossing midblock (not at an intersection) and are not seen.”*
  - *“String lights.”*
  - *“36" high bollards with downlight, lighting sidewalk only”*
  - *“No dark spots, streetlights semi-custom for pedestrian, no light pollution.”*
  - *“Lights should point down to reduce light pollution but still illuminate.*
- **Other**
  - *“Lighting is also valuable for safety.”*

Exhibit 12 - Segment 1 Lighting Preferences

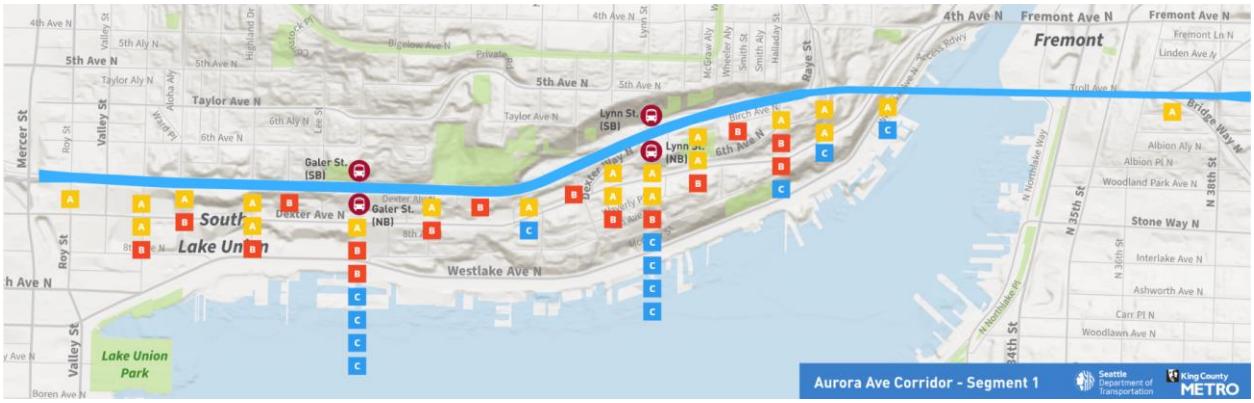


Exhibit 13 - Segment 2 Lighting Preferences

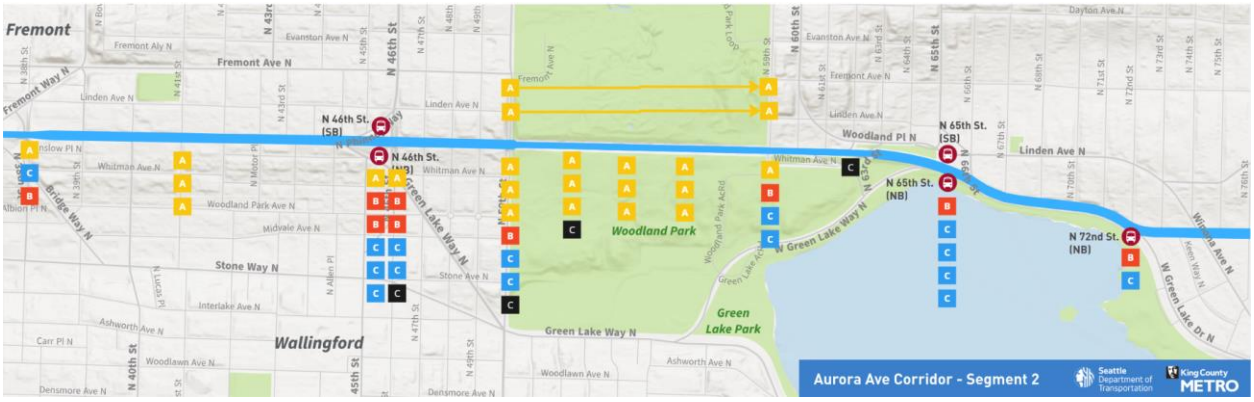


Exhibit 14 - Segment 3 Lighting Preferences

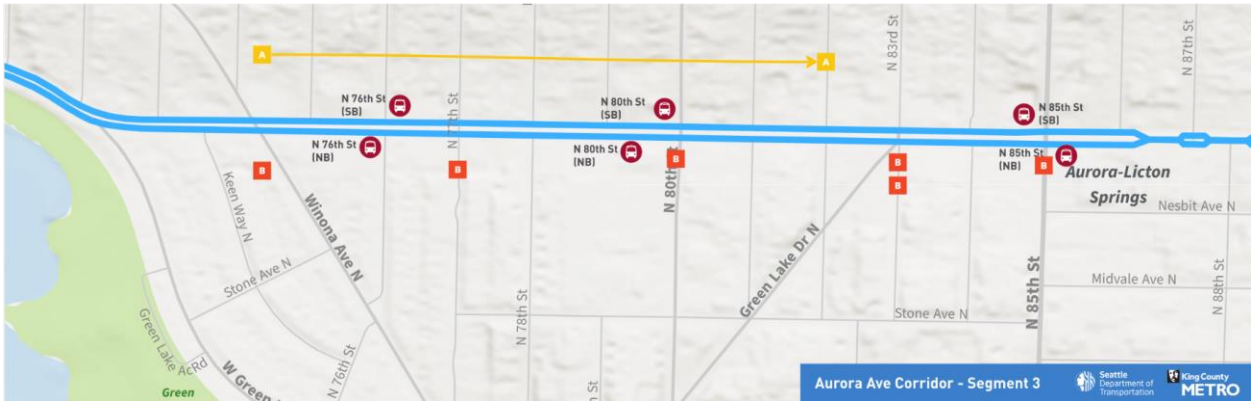


Exhibit 15 – Segment 4 Lighting Preferences

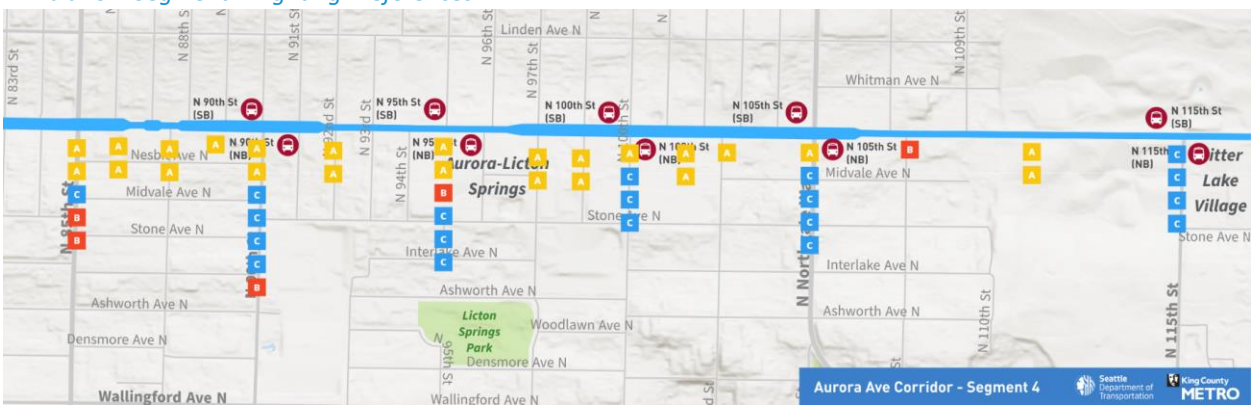
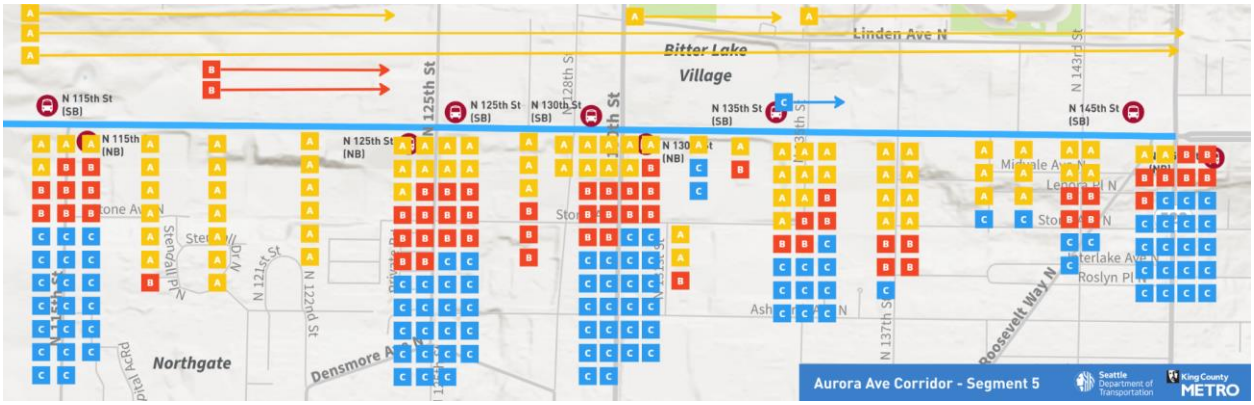


Exhibit 16 - Segment 5 Lighting Preferences



Transit Safety and Access

Workshop participants were asked to pick the bus boarding option they would feel most comfortable using. Of the 46 people that participated in this activity their top preference was:

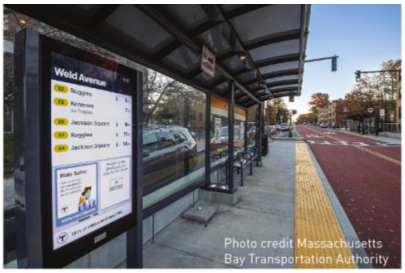
- 16 (35%) preferred center-running bus only lanes with center boarding platforms.
- 13 (28%) preferred center-running bus only lanes with side boarding platforms.
- 17 (37%) preferred side-running BAT lanes with side boarding platforms.

There was no consensus on a preferred option. The comments from participants regarding each option were:

- **Center-running bus only lanes with center boarding platforms**
  - *"More frequent stops for the 4 especially access for the people at the aloha inn."*
  - *"Only if a monorail is built down the center up high."*
  - *"Avoid if possible."*
  - *"Important to keep high performing swift transit in aurora corridor even as automobile traffic is calmed."*
- **Center-running bus only lanes with side boarding platforms**
  - *"Bus zone (red) at bus stops."*
  - *"Loading from both sides more comfortable riding buses to encourage people to take transit on longer rides."*
  - *"There should be crosswalks at every stop including [mid-block crossings], increase [crossing] times for elderly and children."*
  - *"[This option promotes] less drug activity I think."*
- **Side-running BAT lanes with side boarding platforms**
  - *"For [ease] of access to sidewalks."*
  - *"Easier if center planforms not very robust."*
  - *"No BAT lanes, large sidewalks."*
- **Other**
  - *"Whatever works with the space."*
  - *"If any of these work I'm in."*

Exhibit 17 – Bus Stop Boarding Preferences

Center-running bus only lanes with center boarding platforms (left side boarding and alighting)



Center-running bus only lanes with side boarding platforms (right side boarding and alighting)

Side-running business access and transit (BAT) lanes with side boarding facilities

*Green dots represent votes **for** each bus stop boarding option.

Collision Reduction

Workshop participants in each segment picked from the collision reduction options below to add to a map of their segment, their choices are shown in exhibit 13 through 16. *Only 4 segments participated in this activity, no results were available from segment 4 workshops.*

Options:

A Curb extensions

B Traffic signals and intersection controls

C Protected turning phases at signalized intersections

D Turning restrictions and median islands

E Priority bus lanes

Overall workshop participants added 196 collision reduction recommendations. We did not have any participation from segment 4 workshops on this activity. Of the 196 options added to the map:

- 49 (25%) were priority bus lanes.
- 40 (20%) were traffic signals and intersection controls.
- 39 (20%) were protected turning phases at signalized intersections.
- 34 (17%) were curb extensions.
- 34 (17%) were turning restrictions and median islands.

Comments about their selection are:

- **Curb extensions**
  - *"Curb extensions only where there are parking, don't block the bus."*
  - *"Curb extensions - good parking lane."*
  - *"Curb extensions yes"*
  - *"Limit curb lane to use signs so through traffic is in center lanes, create more safe on/off ramps."*
  - *"No curbs now."*
  - *"Curb extensions on side street."*
- **Traffic signals and intersection controls**
  - *"Give people a lot of chances to cross so they don't do it unsafely."*
  - *"Interactive speed signs, instead of painted stationary signs."*
  - *"Turning restrictions and median island in all cross walks."*
  - *"Protected turning phases at signalized intersections."*
  - *"Protected turning phases at signalized intersections at all crosswalks."*
  - *"Flashing yellow."*
  - *"All intersections are LP + Proving effective, yay!!"*
- **Turning restrictions and median islands**
  - *"Bus island."*
  - *"Is already hard to turn left going NB. Need protected center lanes."*
  - *"Turning restrictions and median islands everywhere!"*
  - *"Down center of Aurora Ave with big trees"*
  - *"[Median with trees] through entire corridor"*
  - *"Reduce permissive lefts."*
  - *"More left turn signals with green and red arrows."*
- **Priority bus lanes**
  - *"Priority bus lanes share with turning intersections."*
  - *"Make the whole route E [a priority lane]."*
  - *"Priority bus lanes up and down of Aurora."*
  - *"Increased safety on buses (waiting, walking, riding)."*
  - *"Need to increase bus usage."*
- **Other**
  - *"Lid it, totally separate people on foot + cars."*
  - *"Maintain aurora as a major corridor."*
  - *"Slow traffic down with street design."*
  - *"Change speed limit according to time of day."*
  - *"[Pedestrian] over/under pass."*
  - *"Auto braking wide lanes."*
  - *"Smaller cars."*
  - *"More [crosswalks], bigger/wider easier to see."*
  - *"Do speed radar signs work?"*
  - *"Is photo speed enforcement possible."*
  - *"Photo enforcement for right turns on red."*
  - *"Radar speed signs."*

- *"More speed limit signs."*
- *"Automated enforcement."*

Exhibit 18 - Segment 1 Collision Reduction Preferences

Exhibit 19 - Segment 2 Collision Reduction Preferences

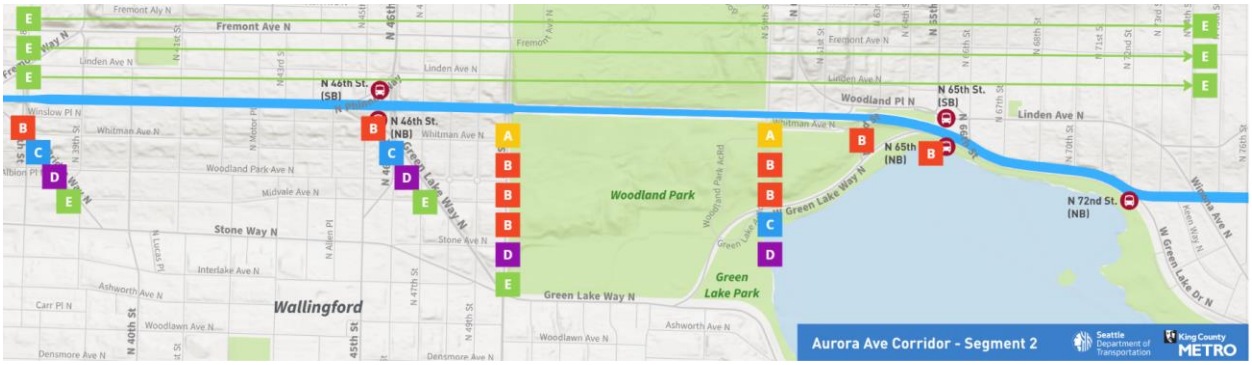


Exhibit 20 - Segment 3 Collision Reduction Preferences

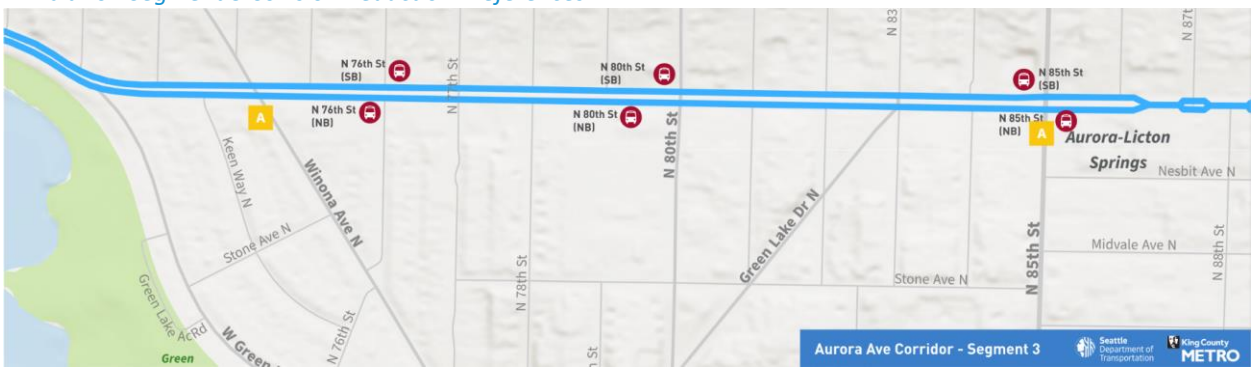
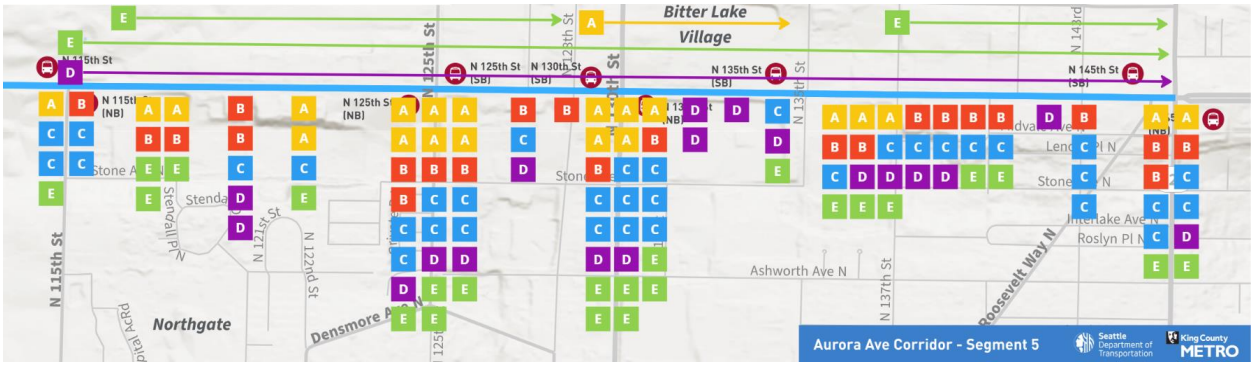


Exhibit 21 - Segment 5 Collision Reduction Preferences



Urban Design Elements

Workshop participants in each segment picked from the six urban design options below to add to a map of their segment, their choices are shown in exhibit 17 through 21.

Options:

- **A** Street trees and greening
- **B** Green stormwater infrastructure
- **C** Benches and seating
- **D** Artwork
- **E** Sidewalk cafes
- **F** Street and plazas with access restrictions

Overall workshop participants added 453 urban design recommendations. Of the 453 options added to the map:

- 123 (27%) were street trees and greening
- 75 (17%) were sidewalk cafes.
- 74 (16%) were green stormwater infrastructure.
- 71 (16%) were benches and seating
- 62 (14%) were artwork.
- 48 (11%) were street and plazas with access restrictions.

Comments that supported each urban design from this activity were:

- **Street trees and greening**
  - *"Greenery everywhere! Aurora gets too hot in the summer."*
  - *"For some people with autism the green helps them to calm down."*
  - *"[Add] silva cells to new tree planting."*

- *"On side, not center."*
- *"Planting strips reduce visibility."*
- *"Trees and plants need to be maintained."*
- *"There are not reasons why not having street trees EVERYWHERE in Aurora."*
- *"Landscaping needs to be maintained by the city."*

- **Green stormwater infrastructure**
  - *"With regard to stormwater infrastructure, ROW seems too constrained on Aurora Avenue North itself; sidewalks are first priority."*
  - *"Shrubs / trees / stormwater infrastructure could go in median to replace mid-block left turn areas."*
  - *"Stormwater management to help ensure no runoff to Greenlake."*
  - *"Where along Aurora could we add Green stormwater?"*
  - *"Would love trees and green stormwater between [pedestrians] and traffic. Would remove center median to include sidewalk cafes and street plazas between [pedestrian] and cars. WOULD NEED NATIVE PLANTS."*
- **Artwork**
  - *"More art along corridor, wherever there is room for it."*
  - *"Art on the pedestrian overpass(es)."*
  - *"Artwork all over, yes please."*
  - *"Don't pay for signal box art. Let people decorate how they see fit!"*
- **Other**
  - *"Developers could create more of an urban village along the corridor, rather than a suburban style context."*
  - *"Overhangs create more sidewalk space; some buildings make the first floor narrower to create more space."*
  - *"Integrate bigger design elements."*

Exhibit 22 - Segment 1 Urban Design Preferences

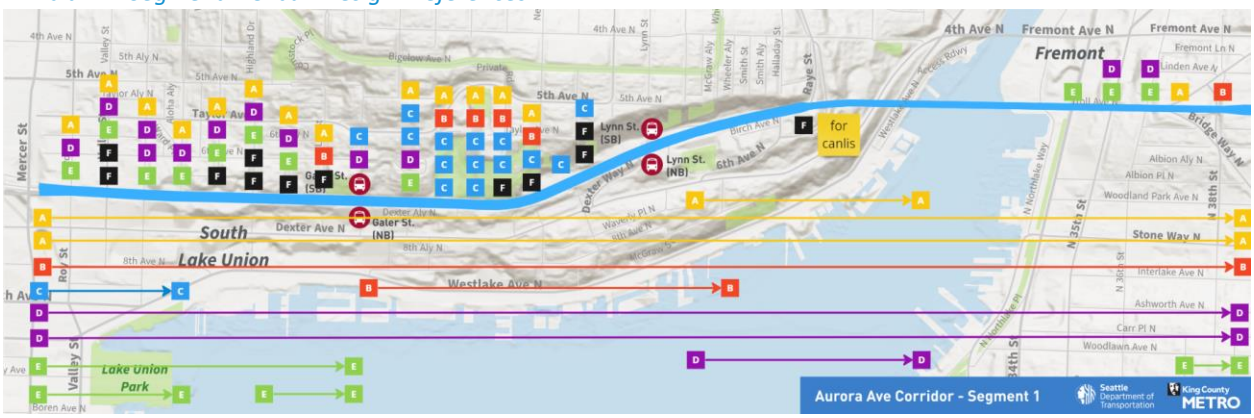


Exhibit 23 - Segment 2 Urban Design Preferences

Exhibit 24 - Segment 3 Urban Design Preferences

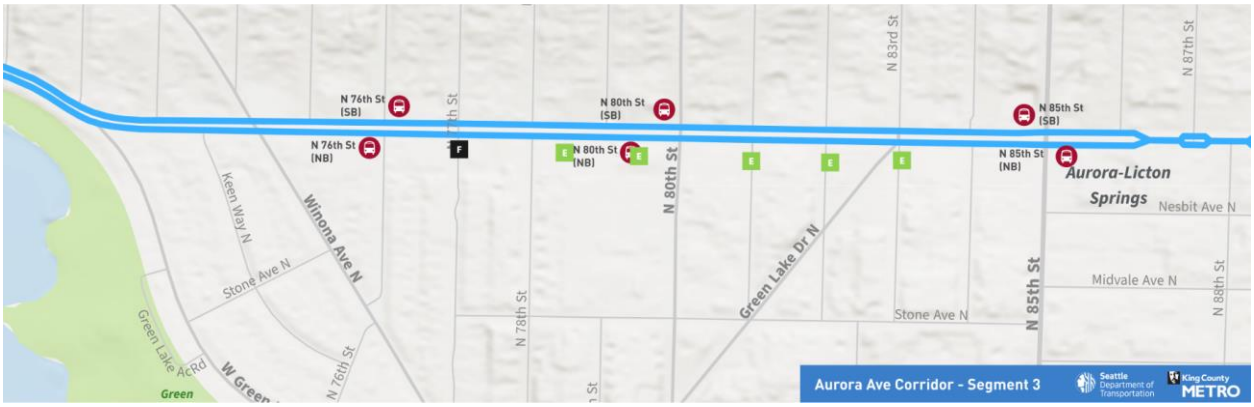


Exhibit 25 - Segment 4 Urban Design Preferences

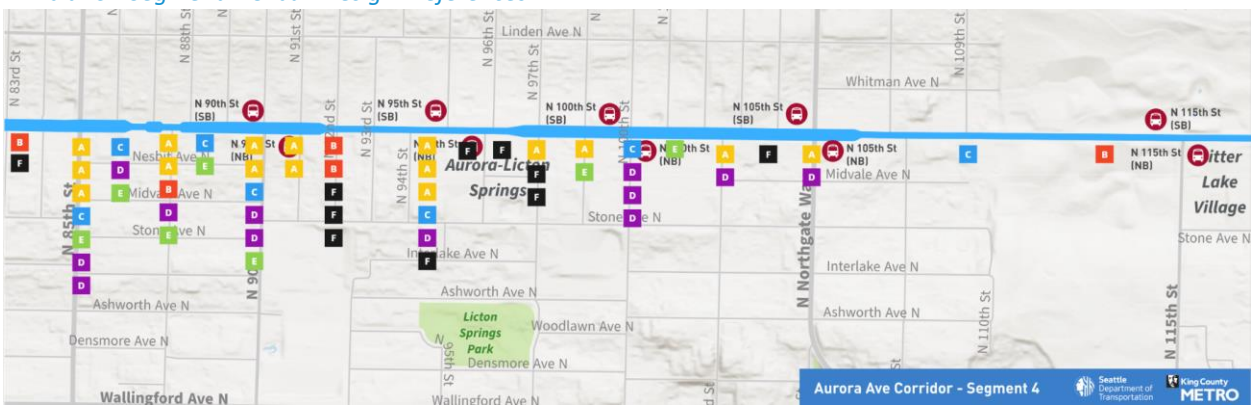
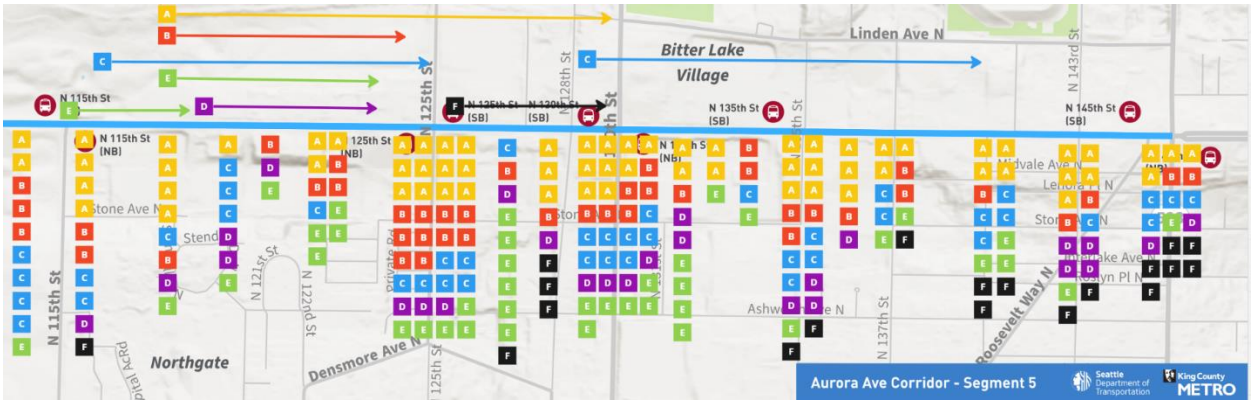


Exhibit 26 - Segment 5 Urban Design Preferences



Segment Specific Requests and Comments

Due to distinct land use and urban village contexts, roadway cross sections, and access needs, each segment's workshop participants often came with unique problem areas and issues in mind. They are listed below.

Segment 1

- Signals and Intersection Safety
  - *"Midblock [should be pedestrian] bridge or undercrossing - not supportive of at grade [pedestrian] crossings in segment 1."*
  - *"Would be nice to have a pedestrian crossing at Valley St (can access Seattle Center), either [pedestrian] bridge or signal."*
  - *"Improved undercrossing near Canlis."*
  - *"Anytime Fitness at 34th."*
  - *"Make the intersection (Haladay) work better for pedestrians."*
  - *"[Support] Aloha Inn Shelter, 100 people live and work here."*
  - *"Intersection at Haladay works well for cars today - not great for pedestrians."*
  - *"Desire for widened sidewalk on bridge - perhaps cantilever construction."*
- Lighting
  - *"Desire for RPM's or profiled MMA on Aurora Bridge."*
  - *"Lighting the underpass at Canlis."*
  - *"Streetlights working over the bridge."*
  - *"Lighting in green belt."*
  - *"Pedestrian lights (A) all across [segment 1]."*
- Collision Reduction
  - *"Protect Canlis"*
  - *"Maintain the speed N of Greenlake way, everyone races through the tunnel and up through to Winona the speed drops."*
  - *"Turn right at 34th, also under 99/library, Cafe Turko - N 34th between intersection."*
  - *"Tunnel to Winona is a race to get in line."*
- Urban Design

- *"Street and plazas with access restrictions for Canlis."*
- *"Would be helpful to better understand what is in the pipeline for future developments along this segment. One way driveway accesses (enter or exit only) or even not allow new accesses (driveways) along the segment - make them access via Dexter."*
- *"Green stormwater treatment where needed. Would be nice near the south end of [segment 1]."*

Segment 2

- Signals and Intersection Safety
  - *"Use existing infrastructure of Woodland Park Zoo bridges."*
  - *"41st Street overpass needs to be replaced and is not accessible (signalized crosswalk would be preferred in this location)."*
  - *"More intersection crossing on 41st, 47th and 59th."*
  - *"46th underpass on the west side feels unsafe and cars are speeding."*
  - *"Bus stop before and after Woodland Park, use existing [pedestrian] bridges."*
  - *"Crossing between 41st and 46th street, and 65th and 70th street needed."*
- Lighting
  - *"Art installations, big art light corridor with different installations across Woodland Park."*
- Collision Reduction
  - *"Difficult to add any of these elements in segment 2."*
  - *"Change timing on 63rd so cars can go straight to linden from Woodland Pl N."*
  - *"38th - 59th should be slower, would decrease car/car and car/ped collisions."*
  - *"Move bus stop on linden and 71st so that it is not at a dangerous curved crosswalk."*
  - *"Signals for aurora access/egress on upper segment of 50th."*
  - *"Better signals for turns at Woodland Pl and 65th street."*
- Urban Design
  - *"Wildlife corridors before and after Woodland Park."*
  - *"Pollinator corridor across Woodland Park."*

Segment 3

- Roadway Configuration
  - *"Could we have a traffic circle with 2 or 3 lanes ... No need for left turn lanes ... maybe at Winona and 85th."*

Segment 4

- Signals and Intersection Safety
  - *"There is no safe way to cross between 105th and 115th--this is a long distance!!!"*
  - *"A crosswalk (and light) at 109th would be rad!"*
  - *"[On 110th visibility] is quite poor and the turn is awkward (roundabout with a two-way stop, with Southbound Fremont closed on one side for the healthy street) AND it's heavily trafficked by vehicles, pedestrians, and bikers accessing the interurban trail. Personally, I*

believe there should be a protected walking area on 110th (connecting the pedestrian light / SAGA to interurban) AND the interurban trail should be completed southbound across SCL land like it did prior to the 1970s."

- Urban Design
    - *"The cemetery has a big stormwater retention space at 110th and Aurora-- an empty green space that fills with water when it is rainy."*
    - *"I want all these things. Sidewalks cafes #1 priority. Makes area friendly and nice to live nearby. There is a business drought on Aurora on Segment 4…"*
    - *"90ft seem very restrictive to add any of these additions."*
- Other
    - *"Robert Eagle and Cascadia (Schools) need safer, lighting, longer light."*
    - *"N 90th no space for pedestrians to stand. S side building has 0 setback, blocks visibility for turning vehicles (LT/RT). Bus stop S of 90th/W side of Aurora - still must cross both Aurora & 90th. Make more space for pedestrians to wait & cross."*
    - *"90th telephone pole makes lights hard to see, remove crossing on south side of crosswalk, hard to stand."*
    - *"Kids live south of 90th, they don't look at boundaries."*
    - *"Bus stop south of 90th, so you still have to cross or cross twice, not enough space for pedestrians to cross."*
    - *"E-W traffic on 85th (to/from I5) creates traffic."*
    - *"Maybe we could make it a protected left from 90th to aurora."*
    - *"The pedestrian bridge at 102nd arrived in the 1960s to help students cross Aurora Avenue safely on their way to Oak Lake Elementary School, which closed in 1982. Today it's a colorful pathway to the Oak Tree Village shopping center, built on the site of the old school."*
    - *"Make 90-92nd a school zone."*
    - *"Could we add a park and ride somewhere on 99 to the north? Would this increase ridership and reduce car traffic?"*
    - *"The pedestrian bridge at 102nd arrived in the 1960s to help students cross Aurora Avenue safely on their way to Oak Lake Elementary School, which closed in 1982. Today it's a colorful pathway to the Oak Tree Village shopping center, built on the site of the old school."*

Segment 5

- Roadway Configuration
    - *"Control left turns in the same way that Shoreline has implemented it ... a combination of medians and left turns."*
    - *"Blue sky vision: center running bus lanes with wide sidewalks and safe bike routes either on the corridor or parallel to the corridor and connecting east-west to the light rail stations at 130th and 145th."*
    - *"Complete the Interurban connected to the other bikeways, 128th."*
- Signals and Intersection Safety
    - *"I've seen a lot of Jaywalking at 137th & 143rd. Crosswalks are needed."*

    - *"At Lake City Way [at 125th use] midblock [crossings – pedestrian] activated, long blocks. [Specially make crossing] signals long enough for ALL to cross, seniors, children."*
    - *"Need access at 128th."*
    - *"Add new crosswalk at Linder & Aurora…"*
    - *"130th is unsafe."*
- Lighting
    - *"Better lighting [is needed] along 115th in the hospital vicinity."*
    - *"Better lighting in the worst areas, also lighting on the 80th intersection and by AMC ."*
- Collision Reduction
    - *"Protected turning phases at signalized intersections at 130th and 145th."*
    - *"Please put a protected bike lane on 125th so students can get to Interurban trail safely."*
    - *"Please add sidewalks [at] 131 and Stone so that students can walk to the bus on Aurora."*
    - *"No line of sight when turning right onto Aurora from 115th, true of most side streets coming from the east that are uphill."*
- Urban Design
    - *"Street end plazas with access restrictions were well done by SDOT on southbound Aurora at North 84th Street."*
- Other
    - *"Is it true that the west side sidewalks north of North 125th Street extend too far east so as to interfere with the future BAT lane?"*
    - *"Concerns about potential COSTCO increasing traffic in this portion of the corridor."*
    - *"Add "Welcome to Seattle" at 145th.'"*

Survey Results

Members of the community whose schedules did not allow them to devote several hours to an intensive workshop but allowed them to provide ideas and confirm feedback received during Phase 1 of the Aurora Ave Project took our "flash survey".

The survey gathered 240 responses from seniors, students, people with disabilities, BIPOC populations, sex workers and people experiencing homelessness through community liaisons. Specifically, we collected 17 senior responses, 74 student responses, 17 responses from people with disabilities, and 132 responses from community liaisons.

The "flash survey" mirrors the categories of analysis on safety, mobility and accessibility improvements included in the handouts used during the collaborative workshops. Is relevant to mention that, we don't know from the survey results why respondents prioritize one improvement over another.

Transit Upgrades

We asked respondents why they did not take the RapidRide E line; the results are shown in exhibit 22 below. 46% of respondents reported service-related issues like “doesn’t connect to where I want to go”, “unreliable”, and “service is not frequent enough”, is a big reason why people don’t take the E line. Exhibit 23 show 76% of respondents would be more likely to ride the E line if it connected to Light Rail stations.

Accessibility problems like “bus stop location(s) is too far” or “bust stop location(s) is too difficult to access” was a barrier for 32% of respondents. “Unsure of how to use [the E line]” was also a barrier for some (12% of respondents). Additionally, we know from phase 1 that safety is a big concern for bus riders, exhibit 24 shows this concern is ever present for many survey respondents. 51% of respondents reported safety is always a concern for them.

76% of respondents said they would be more likely to take the E line if their concerns were addressed (exhibit 25). This suggests that any upgrades and improvements to the barriers and concerns identified by respondents would likely increase E line ridership. However, as respondents have varied concerns, it’s unlikely that one change would dramatically increase ridership.

Survey respondents shared 27 comments around these questions. Select comments are shown below; duplicates, broad comments (like “The whole thing.”), and comments that were unclear what they were referencing are not included.

- **15 (56%) talked about safety, for example:**
  - *“Safety, unpleasant, disruptive. Overall Seattle is too car dependent…”*
  - *“[Used to take] the E line. Now use car, [it’s] safer.”*
  - *“Sexual harassments, unwanted attention from passengers”*
  - *“I've been advised to "never take the E" by friends. Need to improve atmosphere on bus also.”*
- **3 (11%) talked about E line not having the connections to get to where they need to go.**
  - *“I take #5, #40, and #28 - they go where I want to go! From Freemont.”*
  - *“Not very helpful crossing Seattle.”*
- **1 (4%) comment emphasized making the routes easier to understand.**
  - *“If they can add big signs with arrow and bus routes number on each stop to show which side each bus stop and route are more clearly it would be a big improvement for people changing route to catch next bus.”*
- The rest did not share meaningful information.
- Another conversation with seniors generated the following comments:
  - *“When calling the customer service line to figure out route changes, it doesn’t always work or takes too long. Don’t have a smart phone.”*
  - *“Consideration of disability wasn’t considered. If someone is using a cane and is walking, a bus stop being moved means they have to walk even further.”*
  - *“The Linden and 65th bus stop (on aurora) is terrible because people experiencing homelessness tend to us the facility. It’s all full of graffiti.”*
  - *“The bus driver has no control and should not be a policeman.”*

- *"Hard to go west on 65th. No way to go east or west without transferring."*
- *"Once on bus, it's a great experience."*

Exhibit 27 – Reasons Respondents Don't Take the RapidRide E Line

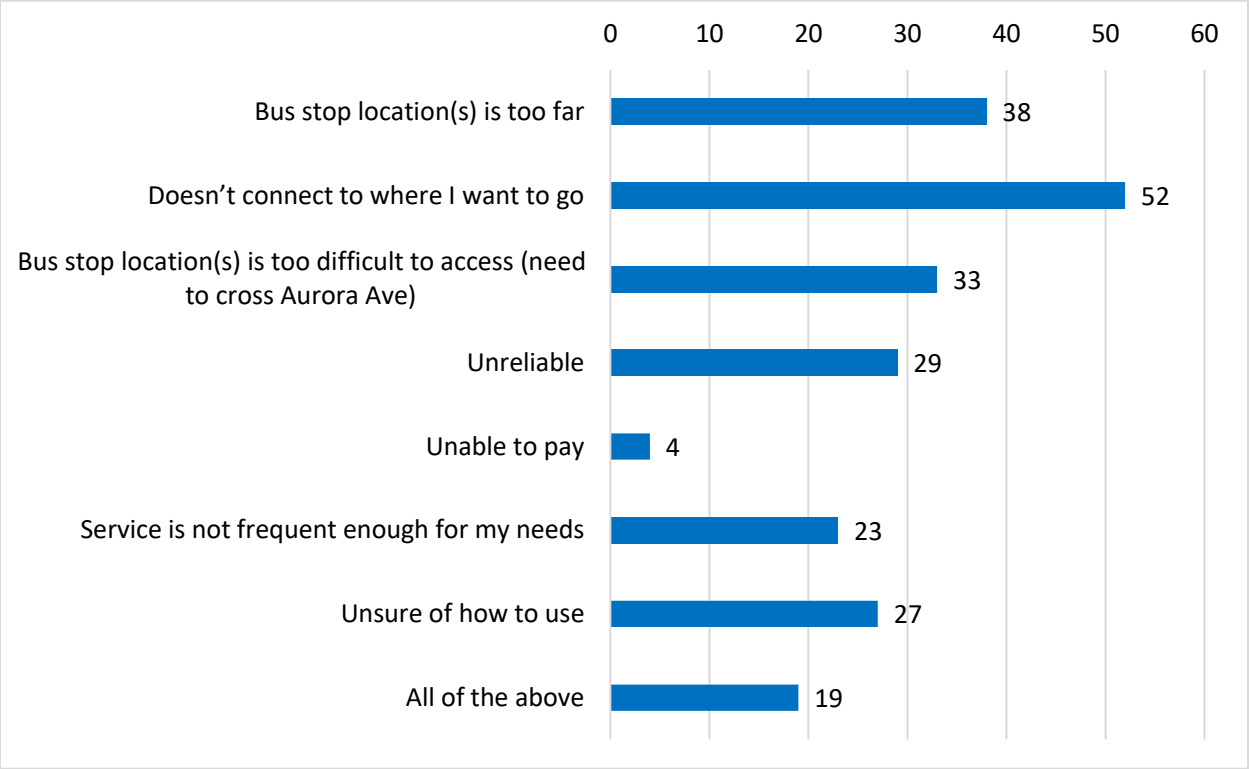


Exhibit 28 – Likelihood of Using E Line if it Connected to Future Link Light Rail Stations

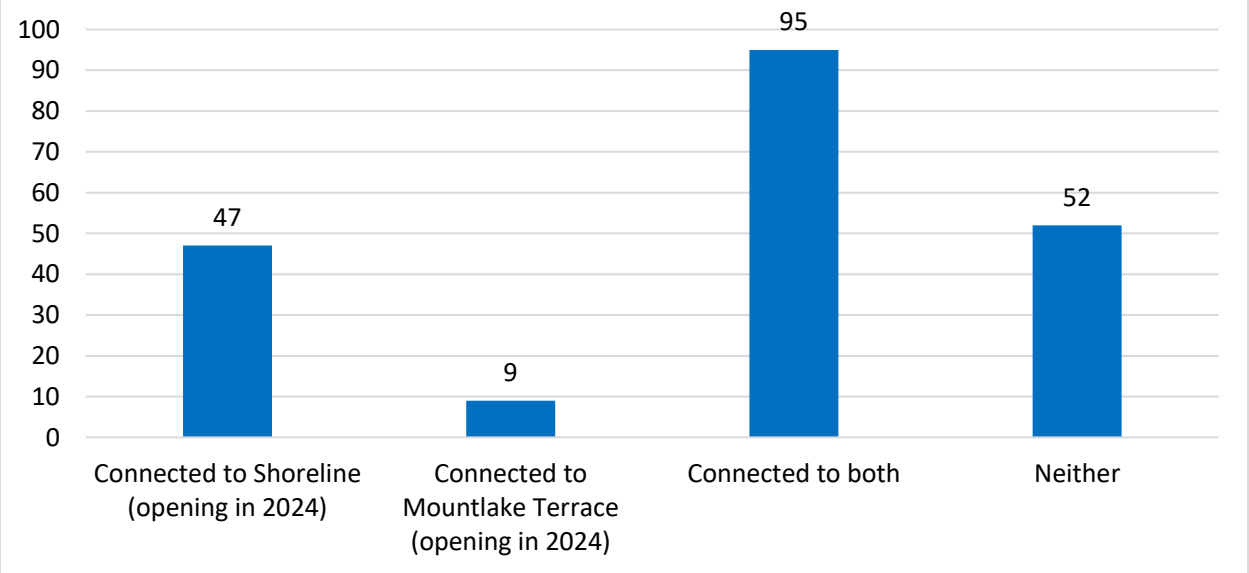


Exhibit 29 – Where Safety is a Concern for Respondents

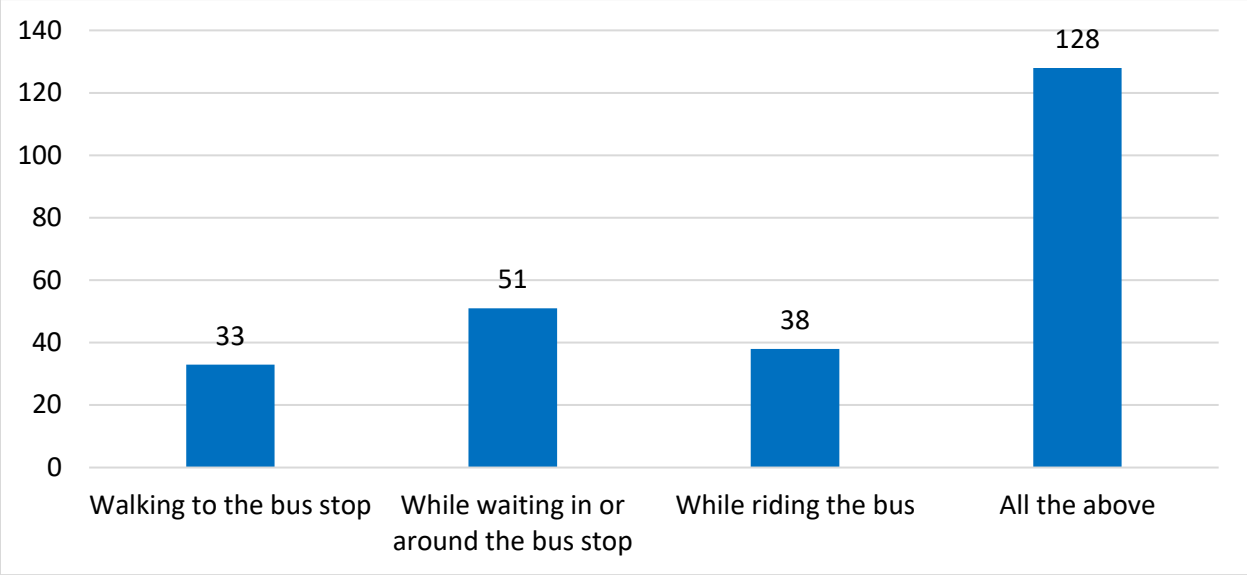
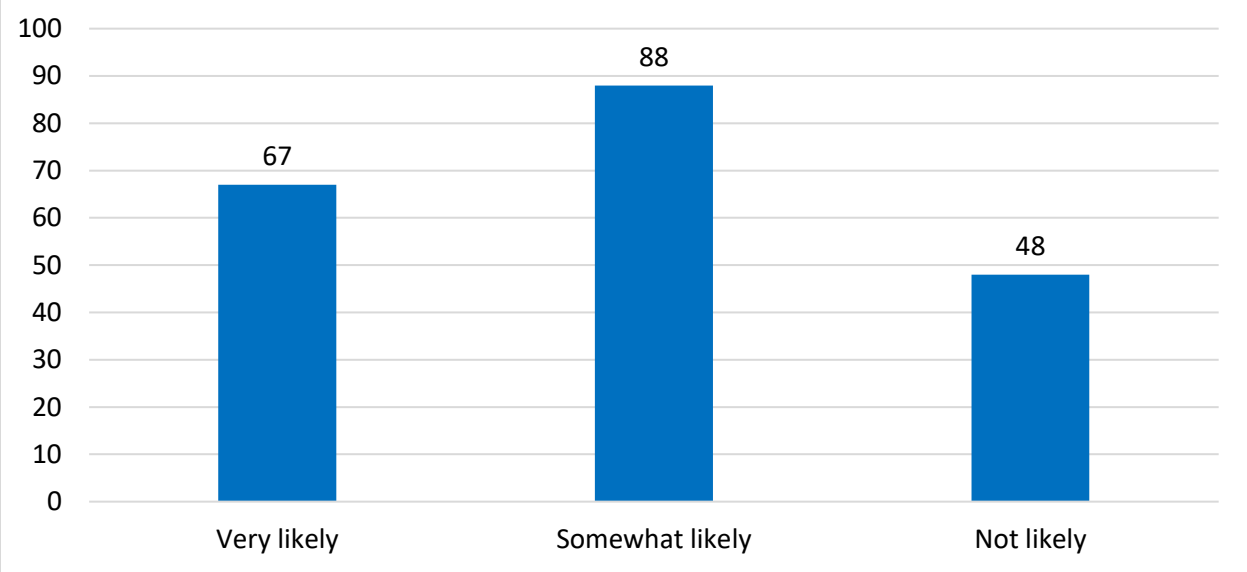


Exhibit 30 – Likelihood of Using E Line if Their Concerns are addressed.



Roadway Configuration

The survey asked respondents their priorities for roadway configuration along the corridor. Given 7 options exhibit 26 shows what respondents pick as their top 3 priorities and exhibit 27 shows their bottom 3 priorities.

"Widened sidewalks", "bus only lanes", "bike lanes or multi-use paths", and "maintaining two general purpose travel lanes in each direction" were the highest priority road treatments for respondents, with

over half of respondents picking these options among their top 3 priorities. “Widened sidewalks” was by far the most popular, 44% of respondents picked it as their number one priority.

Among the lower priority road treatments, “landscaped center median”, “parking and load zones”, and “street trees and widened planting strip” were chosen most frequently. 56% of respondents had “landscaped center median” in their lowest 3 priorities. “Parking and load zones” was a more divisive issue as 44% of respondents had it in their top three priorities, and 43% had it in their bottom three.

26 respondents shared additional comments on these improvements. Select comments are shown below; duplicates, broad comments (like “The whole thing.”), and comments that were unclear what they were referencing are not included.

- **Widened Sidewalks**
  - *“Widened sidewalks all along [Aurora Ave].”*
  - *“[There are sections with] no sidewalks [, so]in areas that do.”*
  - *“Near Starbucks.”*
  - *“Everywhere but the section of Aurora by the graveyard is narrow.”*
  - **Specific locations**
    - *“Near 130th area where students walk, and others work.”*
    - *“Aurora and 76th and 130th.”*
    - *“Near Ingraham, 130th.”*
- **Street Trees and Widened Planting Strip**
  - *“Cut lower tree branches that block walkway and view for bus on 6' up from sidewalk. Clean poop from sideway or bus shelter.”*
  - *“Yes to street trees if they are maintained by the city.”*
  - **Specific locations**
    - *130th*
    - *135th*
    - *“Up and down the hill past Safeway.”*
- **Bus Only Lanes**
  - *“Bus only lanes everywhere.”*
  - *“Keep bus only lanes the same as now.”*
  - *“Paved Lane and more visible signals on street.”*
- **Bike Lanes or Multi-Use Path**
  - *“…everywhere.”*
  - *“No bike lanes, people often not watching out for pedestrians when riding bikes.”*
  - *“Bike lanes need to be widened for [safety]. There should be speed limit.”*
  - *“Bikes are dangerous to pedestrians.”*
  - *“Bike lanes next to curb, turn signals for bikes.”*
  - **Specific locations**
    - *“Within a 4-block radius of schools”*
- **Parking And Load Zones**
  - *“Parking in slow foot traffic [areas].”*
  - *“Parking and loading zones all along [the corridor].”*
  - *“Free parking and loading zones.”*

- *"Concerned parking will reduce traffic lanes."*
- *"Around schools everywhere."*

- **Maintaining Two General Purpose Travel Lanes in Each Direction**
  - *"2 general traffic lanes everywhere."*
  - *"Need at least four traffic lanes with appropriate turn lanes at intersections."*
- **Landscaped Center Median**
  - *"Landscaped median and Street trees and widened planting strip won't be maintained, don't bother."*
  - *"No landscaped center median. No widened planting strip. No planting strip. Planting strips are often not maintained in the long run and become obstacles to vision."*
  - **Specific locations**
    - *"Down by 80th."*

Exhibit 31 – Top 3 Priorities for Roadway Configuration

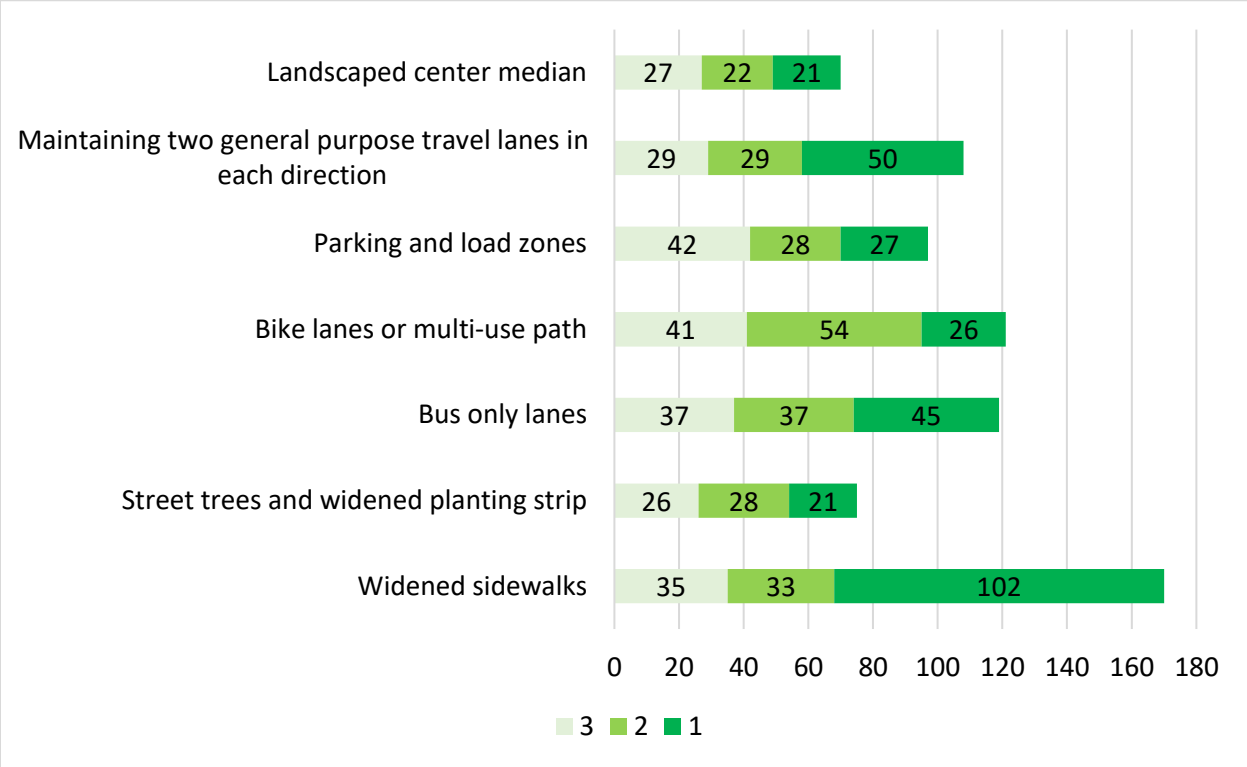
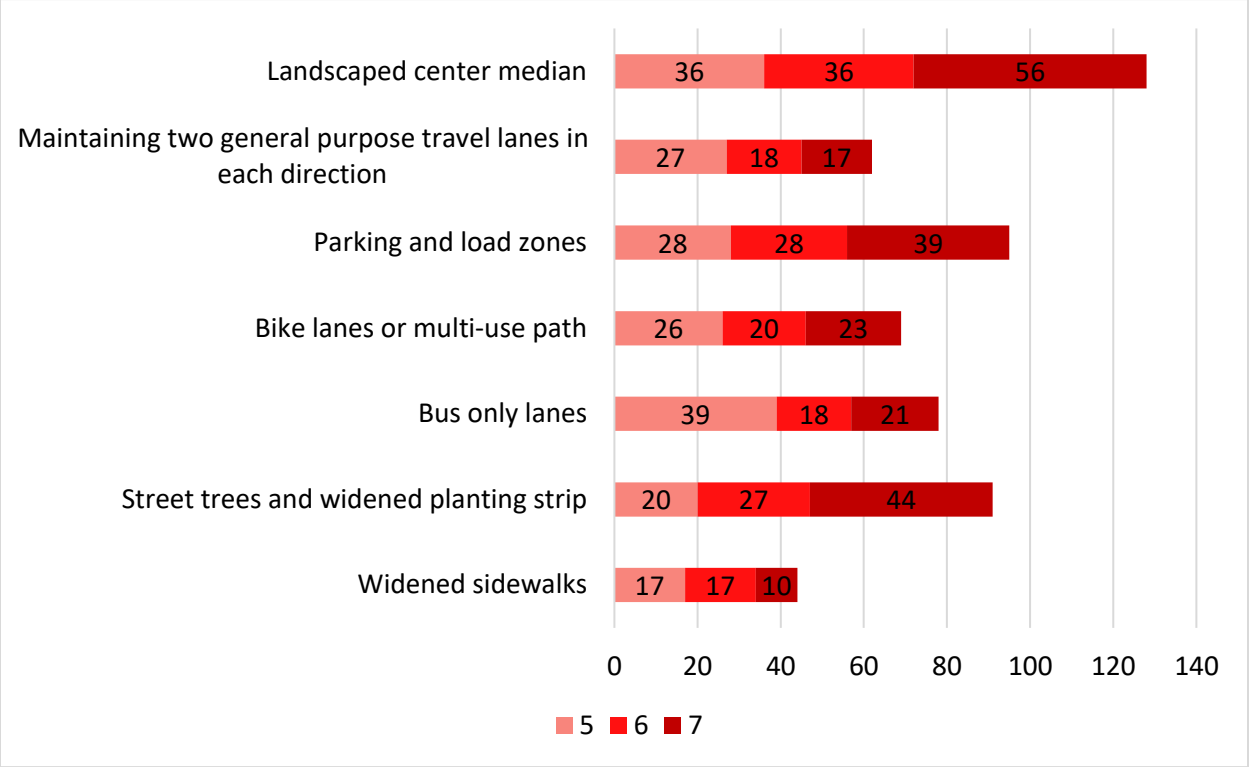


Exhibit 32 – Bottom 3 Priorities for Roadway Configuration



Corridor Safety Treatments

Safety priorities for respondents are shown below. The priorities for improving corridor safety are, in order, "pedestrian-scale lighting", "reduced speed limits", "radar speed feedback signs", and "narrowed travel lanes". (Exhibit 28)
61% of respondents identified "pedestrian-scale lighting" as their number one priority for corridor safety. 42% prioritized "reduced speed limits" first, and 26% preferred "radar speed feedback signs".

32 respondents shared additional comments on the corridor safety treatments. Select comments are shown below; duplicates, broad comments (like "All of it."), and comments that is unclear what they are referencing are not included.

- **Pedestrian-Scale Lighting**
  - *"Pedestrian scale lighting where lights are out…"*
  - *"Pedestrian scale lighting and radar speed feedback signs at all crossings."*
  - *"Pedestrian scale lighting at major intersections and where people are walking where it seems to make sense."*
  - *"Especially places where the speed limit is high, but everywhere."*
  - **Specific locations**
    - *"Around Greenlake area."*
    - *80th*
    - *"Around schools, 130th, 135th, by Eagle Staff bus stops."*

        - *"Nearer to Mt. Terrace."*
- **Narrowed Travel Lanes**
    - *"No to narrowed travel lanes. I do not want narrowed travel lanes for cars, this is a major arterial that needs to be kept as such."*
    - *"Not sure what benefit narrowed travel lanes has."*
    - *"By fast food restaurants."*
- **Reduced Speed Limits**
    - *"Reduced speed limits & Radar speed feedback signs close to stops."*
    - *"Need to reduce speed limits everywhere. Radar speed feedback signs where speeds are highest."*
    - *"Prefer to keep speeds (as a driver)."*
    - *"Drivers don't want slower speeds; pedestrians want slower speeds."*
    - *"Increase in speed from 20 to 25 on street and no more crosswalks."*
    - **Specific locations**
        - *"Reduce speed on 130th & 99th."*
- **Radar Speed Feedback Signs**
    - *"Add more frequent signs for current speed limits. There are several changes in the speed limits that drivers may not see or be aware of so need more signage."*
    - *"Radar speed feedback signs where speeds are highest."*
    - **Specific locations**
        - *"Aurora and 130th."*
        - *"[At] school zones."*
- **Other**
    - *"Lanes on opposite sides of bus."*
    - *"Aurora only one side has sidewalk, another side don't have [one]."*
    - *"Expand the road going towards the Aurora bridge."*
    - *"Ban all new industrial/auto-oriented/storage usage in favor of retail/residential …"*

Exhibit 33 – Top 2 Safety Priorities

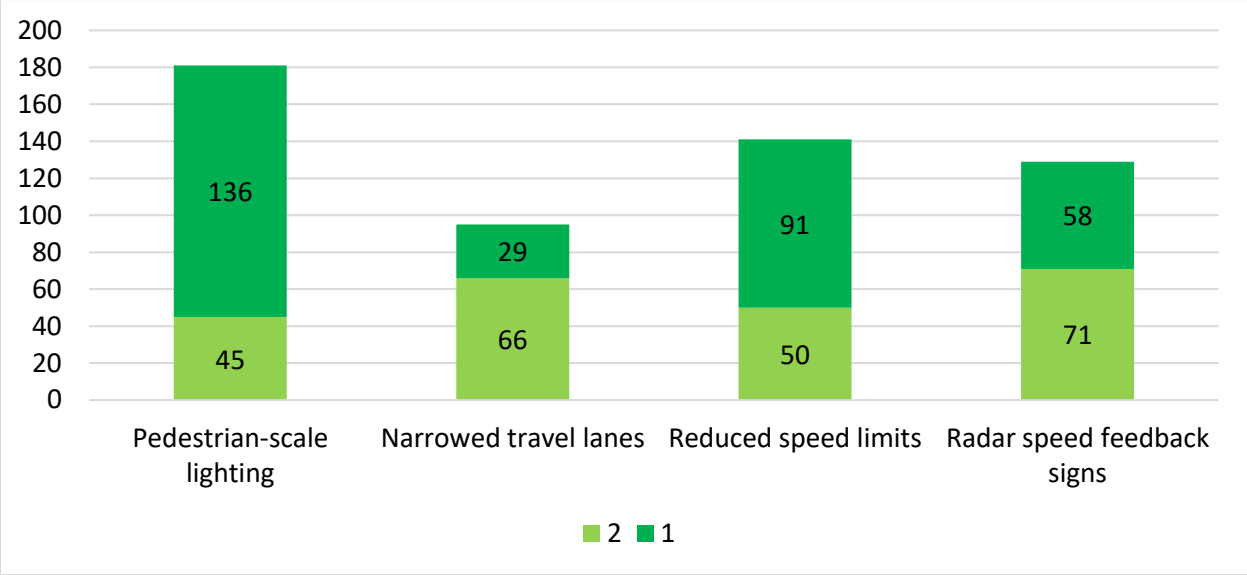
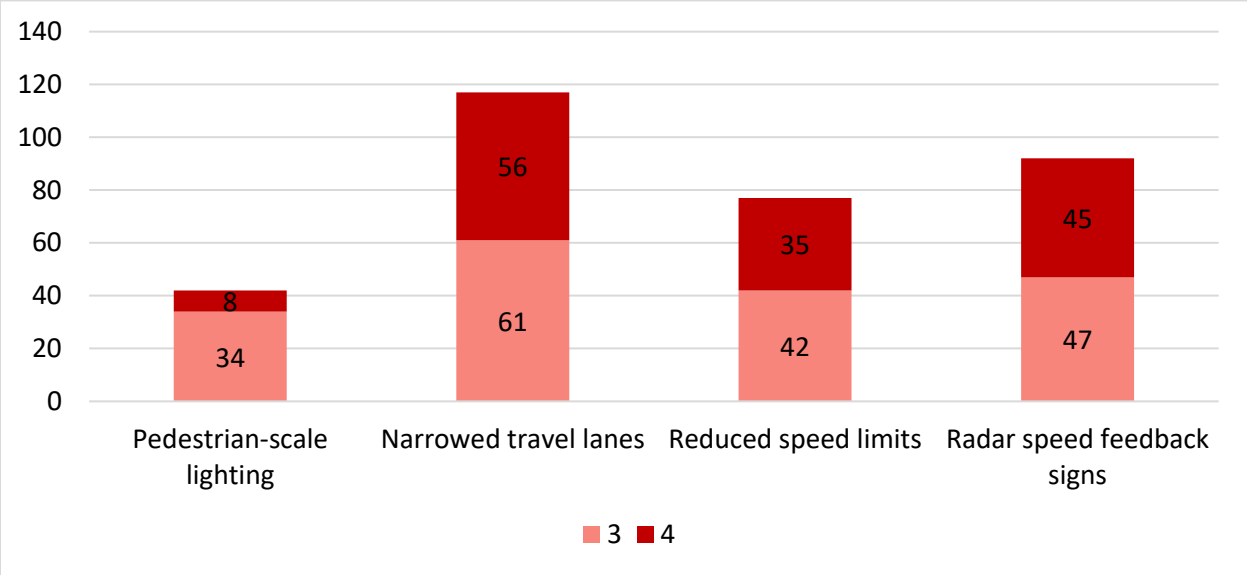


Exhibit 34 – Bottom 2 Safety Priorities



Spot Safety and Walkability Improvements

Spot safety and walkability priorities for respondents were, in order, “new pedestrian and bike crossings”, “new traffic signals”, “new pedestrian-oriented public spaces along the sidewalks”, and “left turn restrictions”.

60% of respondents indicated “new pedestrian and bike crossings” are their top priority. “New traffic signals” and “new pedestrian-oriented public spaces along the sidewalks” are closely tied for second, with 30% and 31% of respondents picking them for their top priority, respectively.

Left turn restrictions were the least prioritized by respondents, with 27% picking it in last place. The survey does not shed light on why this is least important to respondents. It could be because they don’t want left turn restrictions, or it could just be other treatments that are more important to them.

97 respondents shared additional spot safety and walkability improvement comments. Select comments are shown below; duplicates, broad comments (like “All of Aurora.”), and comments that were unclear what they were referencing are not included.

- **New Pedestrian and Bike Crossings**
  - *“New pedestrian and bike crossings where collisions happen most, where people are driving too fast, where walkers can reach their destinations without fear, and where population density is greatest.”*
  - *“No bike crossing… The priority should be the sidewalks throughout Seattle. Sidewalks keep the elderly, the very young, disabled and everyone safe. Sidewalks should be the top priority. Seattle is too rainy and hilly so biking will not be widely used.”*
  - *“New pedestrian and bike crossings in school zones (including colleges, where some of our clients walk at night).”*
  - *“Need [pedestrian refuge at] midpoint.”*
  - *“Make it safer for walkers, not bicyclists, open up the "closed streets" that pushes VEHS onto fewer streets the past couple years.”*
  - *“Replace old signals with new one that has assistive technology. And if it's possible to add extra walk signal in each side for people with low vision and hearing problem if they cannot hear the audio of signal and have vision problem both so they can safely make sure it's their turn to cross the street.”*
  - **Specific locations**
    - *90th*
    - *100th*
    - *115th*
    - *130th*
    - *131st*
    - *135th*
    - *137th*
    - *140th*
    - *“Between N 125th St and N 145th St.”*
    - *“Across 130th near Stone Ave.”*
    - *“In the residential heavy areas like 76th – 90th.”*
    - *“Between 125th and 115th St.”*
    - *“I use the crossing [at] 77 St. People cross against the light because they want to cross Aurora is too long. I have wanted over 3 minutes to cross. I assume that this occurs at other crossings.”*
    - *“At Winona, 85th, 80th. This would be so good for 85th & 80th. Need enough time for a senior citizen to cross Aurora [at] 80th and 85th.”*

        - *"90th crossing near Cascadia/Eagle staff, 130th to 137th retail areas, and Greenlake/Woodland Park greenspaces. "*
        - *"By Starbucks."*
        - *"On intersections that connect to Interurban..."*
        - *"Near Sprouts."*
        - *"The crosswalk in front of Bitter Lake (Linden Ave) has been broken for a long time, nobody comes to fix it. This crosswalk is in front of Bitter Lake community center parking lot."*
- **New Traffic Signals**
    - *"[At] heavily occupied areas by businesses."*
    - *"Add new traffic signals around Greenlake."*
    - *"I like going down Aurora efficiently (currently lights work really well) too many street signs increase the likelihood of getting caught in the intersection."*
    - *"I think the traffic signals are sufficed."*
    - **Specific locations**
        - *100th*
        - *130th*
        - *135th*
        - *"Near the Starbucks."*
        - *"North of 130th up to shoreline."*
        - *"New traffic signals by Lowes - N 125th St."*
        - *"131st & Stone, anywhere in that area."*
        - *"New traffic signals near schools and the interurban."*
- **Left Turn Restrictions**
    - *"Left turn restrictions in [crossing] areas."*
    - *"By the schools/bus stops."*
    - *"No left turn restriction, add left turn lights with green and red arrows. Do not add bike lanes, do not add parking lanes, need I-99 as an arterial corridor."*
    - *"Elderly people often take I-99 as a major arterial vs I-5. We do not want to see this major arterial downgraded to a typical street."*
    - *"If you're restricting left turns, you should consider right turns too."*
    - *"Also left lane with its own left turn light, every wreck I've seen and heard about was left turn yields; they make a lot of people nervous from what I've heard."*
    - **Specific locations**
        - *80th*
        - *85th*
        - *130th*
        - *135th*
        - *137th*
        - *"Between 145th and 130th street."*
        - *"Left turn arrow at Greenwood and 125th."*
        - *"Left turn restrictions by the Holiday Inn."*
        - *"Left turn restrictions from North - turning to Day Inn - close to Taco Bell."*
        - *"Near Costco."*

        - *"Close to the Triumph."*
        - *"NE 100th/by Burgermaster."*
        - *"Turn left into Home Depot going south. [It needs] a green and red arrow, not just a yellow arrow."*
        - *"Improve turn off to Northwest Hospital for safety of medics. Left turn restrictions more frequently on 90th, 95th, and after Washelli cemetery up to 145th."*
- **New Pedestrian-Oriented Public Spaces Along the Sidewalks**
    - *"Along the sidewalks more places to sit on Aurora."*
    - *"We need more overpass and PWD friendly pedestrian spaces."*
    - *"New public spaces in Greenlake area."*
    - *"Near schools."*
    - *"Open right of way when prioritizing new public spaces."*
    - *"Near bus stops and where there are no sidewalks."*
    - *"Every triangle or places where sidewalks area is double or more, widen the standard sidewalk."*
    - *"Where criminals can't congregate."*
    - *"Purchase sites of available, condemned property. Also approach amazon to help create parks."*
    - *"Near busy areas or areas constantly moving with life instead of places where its empty and barren."*
    - **Specific locations**
        - *90th*
        - *100th*
        - *115th*
        - *125th*
        - *130th*
        - *135th*
        - *"Near the cemetery."*
        - *"New public spaces in the area before the Aurora bridge."*
        - *"New public spaces around the Home Depot and Lowes area."*
        - *New public spaces around 100th and to the North.*
        - *"New public spaces near Greenlake (N 73rd, N 72nd, N 71st)."*
        - *"Oaktree, 85th/90th/105th, Winona."*
        - *"New public spaces 12220 Aurora Ave N or nearby."*
- **Other**
    - *"Extend school speed zone West of 90th to Aurora, where students regularly cross Aurora."*
    - *"Aurora has no pedestrian friendly area, especially for [pedestrian with disabilities]."*
    - *"People bypass Winona to go to Aurora [to speed]."*
    - *"Add photo speed enforcement."*
    - *"Get the buses on time, no wasting my time because lack of buses, especially bus 345. I've been waiting 2hrs for one for several times and I called Metro yesterday telling them to stop delaying it. Run all schedules."*

- *"Be aware of increasing density along the corridor. The area is becoming rapidly developed. Plan for the future."*
- *"More pedestrian friendly. Speed limit reduction. E-line safety. Great service if safe! Dedicated bus lanes. Elevated pedestrian bridges…"*
- *"Provide better access to businesses. What is needed is more overhead crossings. They're expensive, I know, but it'll just make matters worse to turns for cars."*
- *"…Or more pedestrian bridges along high traffic intersections instead of new pedestrian and bike crossings."*

Exhibit 35 – Top 2 Safety and Walkability Improvements

Exhibit 36 – Bottom 2 Safety and Walkability Improvements

Emails

A few community members who were not able to attend or had follow up comments emailed their ideas and opinions to us. Email input received before July 20th were incorporated into the previous findings sections.

Lessons Learned

We've noted the following lessons for future engagement:

Collaborative Workshops

- Suggest participants change seats to promote diverse conversations per table.
- Include in the visual aids where the cross sections, bicycle network, planned upgrades and additions are and would be in the next 5 years.
- The virtual workshop could be longer than 2 hours.
- Conduct earlier and more aggressive outreach to promote diversity in workshop participation.

Participatory Workshops

- The survey rating questions were difficult for some community members to understand; consider not including these types of questions next time.
- Flash survey should not take more than five minutes.

Snapshot of Overall Feedback Received

- In-person workshops:
  - "More take-home handouts, web resources."
  - "More space between groups, sometimes hard to hear."
- Online workshop
  - "I had trouble with the Miro board thing so was delayed in being able to put in input until my boyfriend figured it out for me."
  - "We could have even gone longer."

Snapshot of What Our Participants Liked

- "The ability to engage in the planning process assuming local engagement is utilized."
- "Workshops provided very organized presentations, group discussion were great, drawing with section through Aurora giving options for: trees/plantings, sidewalks, bike lanes, bus lanes, drive lanes, median was a great planning/discussion tool."
- "I liked hearing the views of people in my neighborhood segment of the study area."