

# Help us shape the Aurora Ave Corridor!



## Take our 5-minute survey

Last year SDOT conducted community outreach to learn what challenges users of Aurora Avenue N face on the corridor from Harrison St to N 145th St. We heard the primary issues are safety, walkability, and transit concerns, as well as social concerns, which we are actively working with Seattle Police Department and Human Services Department to address.

This spring we are conducting a follow up engagement on these priorities to learn more about which design improvements neighbors would prefer to address the corridor's transportation challenges.

### 1. Transit Upgrades

If you do not take the RapidRide E line, please check the boxes below to share your reasoning:

- Bus stop location(s) is too far
- Doesn't connect to where I want to go
- Bus stop location(s) is too difficult to access (need to cross Aurora Ave)
- Unreliable
- Unable to pay
- Service is not frequent enough for my needs
- Unsure of how to use
- All of the above
- I take the E line

At Metro we understand and value the safety of our customers. Please select from the boxes below to let us know where safety is a concern for you:

- Walking to the bus stop
- While waiting in or around the bus stop
- While riding the bus
- All the above

### 2. Roadway Configurations

#### What we heard?

"It'd make sense to reduce the number of vehicle lanes because that's the best way to improve safety. Instead of vehicle lanes there could be bus lanes, wider sidewalks, bike lanes, parking, gardens, and/or outdoor seating for restaurants (sic)".

If changes were made to the items listed in question 2, how likely would you be to start using the RapidRide E Line?

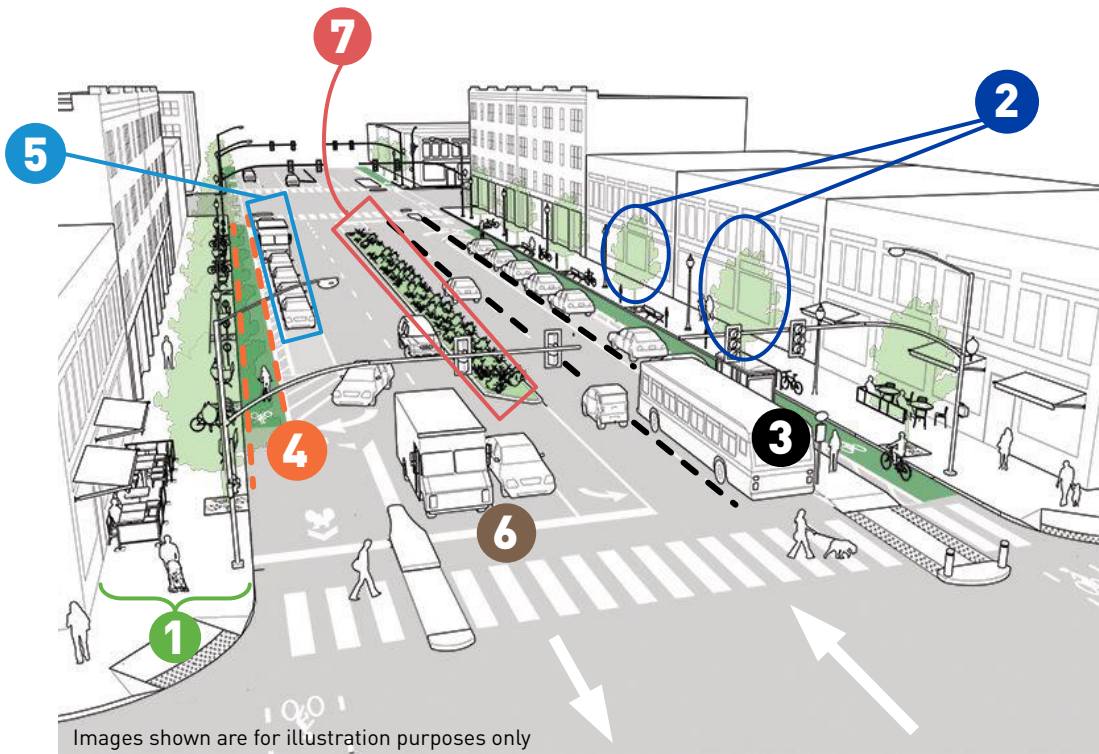
- Very likely
- Somewhat likely
- Not likely

Would you be more likely to use the RapidRide E Line if it connected to one or both two future Link Light Rail stations?

- Connected to Shoreline (opening in 2024)
- Connected to Mountlake Terrace (opening in 2024)
- Connected to both
- Neither

"Put the bus lanes on one side of the roadway as a separate street. This would remove two lanes of traffic that pedestrians now have to cross at once. Also, the crossing buses could have stops on one side of Aurora so transferring bus riders would not have to cross Aurora. A green strip between the roadways (bus and traffic) could offer a place for pedestrian refuge (sic)".

## What treatment should we consider?



### Potential treatments include:

1. Provide sidewalks/more space on sidewalks
2. Street trees or vegetation
3. Bus Only lanes
4. Bike lanes
5. Parking and loading zones
6. Maintaining two general purpose travel lanes each way
7. Landscaped center median

Images shown are for illustration purposes only

## What do you think?

Of the potential improvements listed below, let us know the order in which you would like us to implement them, where 1 would be your priority implemented first and 7 last.

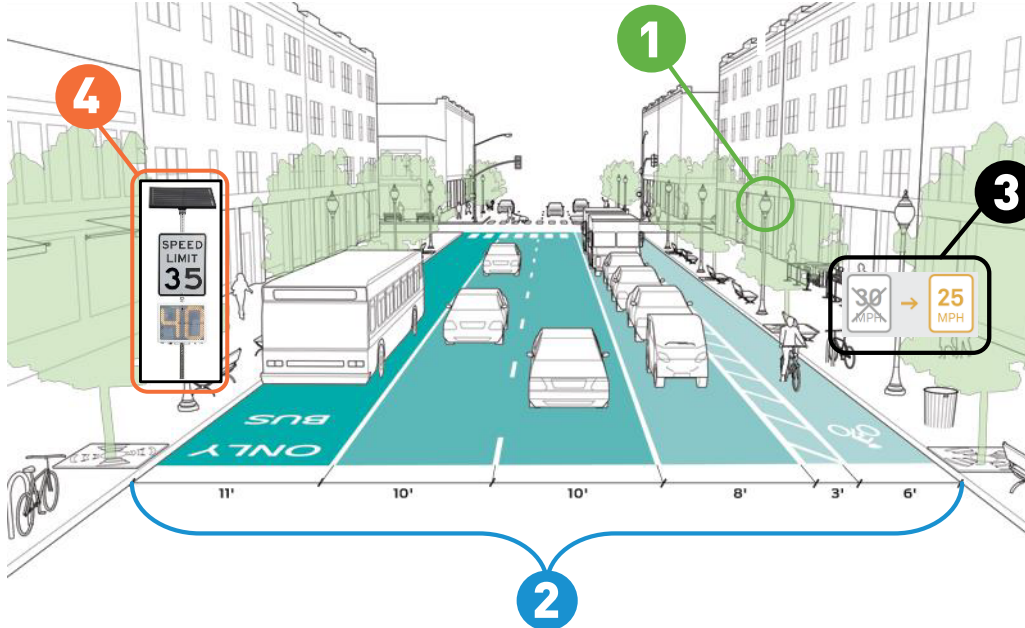
Type of improvement	1 (Implemented First)	2	3	4	5	6	7 (Implemented Last)	Where?
Widened sidewalks								
Street trees and widened planting strip								
Bus only lanes								
Bike lanes or multi-use path								
Parking and load zones								
Maintaining two general purpose travel lanes in each direction								
Landscaped center median								

### 3. Corridor Safety Treatments

#### What we heard?

“Major road diet and restructuring. Even with new sidewalks and signals, I still would not feel safe waking next to 6 lanes of roadway though a neighborhood (sic)”

#### What treatments should we consider?



#### Potential treatments include:

- 1. Pedestrian scale lighting
- 2. Narrowed travel lanes
- 3. Reduced speed limits
- 4. Radar speed feedback signs

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#### What do you think?

Of the potential improvements listed below, let us know the order in which you would like us to implement them, where 1 would be your priority implemented first and 4 last.

Type of improvement	1 (Implemented First)	2	3	4 (Implemented Last)	Where?
Pedestrian-scale lighting					
Narrowed travel lanes					
Reduced speed limits					
Radar speed feedback signs					

## 4. Spot Safety and Walkability Improvements

### What we heard?

“Walkability, both in availability and condition - trees planted, separation from fast traffic lanes, increased public transportation - make it actually pleasurable to walk/bike along/across/around 99 (sic).”

### What treatments should we consider?

Potential treatments include:

1. New pedestrian and bike crossings
2. New traffic signals
3. Left turn restrictions
4. New pedestrian-oriented public spaces along the sidewalks

### What do you think?

Of the potential improvements listed below, let us know the order in which you would like us to implement them, where 1 would be your priority implemented first and 4 last.

### 1. New pedestrian and bike crossings

1 (first)

2

3

4 (last)



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**Where would you prioritize new pedestrian bike crossings?**

## 2. New traffic signals

1 (first)

2

3

4 (last)



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Where would you prioritize new traffic signals?

## 3. Left turn restrictions

1 (first)

2

3

4 (last)



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Where would you prioritize new left turn restrictions?

## 4. New pedestrian-oriented public spaces along the sidewalks

1 (first)

2

3

4 (last)



Where would you prioritize new public spaces?

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### Project Contact:

Christa Dumpys, Public Engagement Lead  
aurorastudy@seattle.gov | 206-905-3620  
www.seattle.gov/transportation/auroraproject



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Department of  
Transportation