



# **Aurora Ave Project**

Public Briefing Materials

Spring 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 interim spot safety improvement update and next steps

# 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**

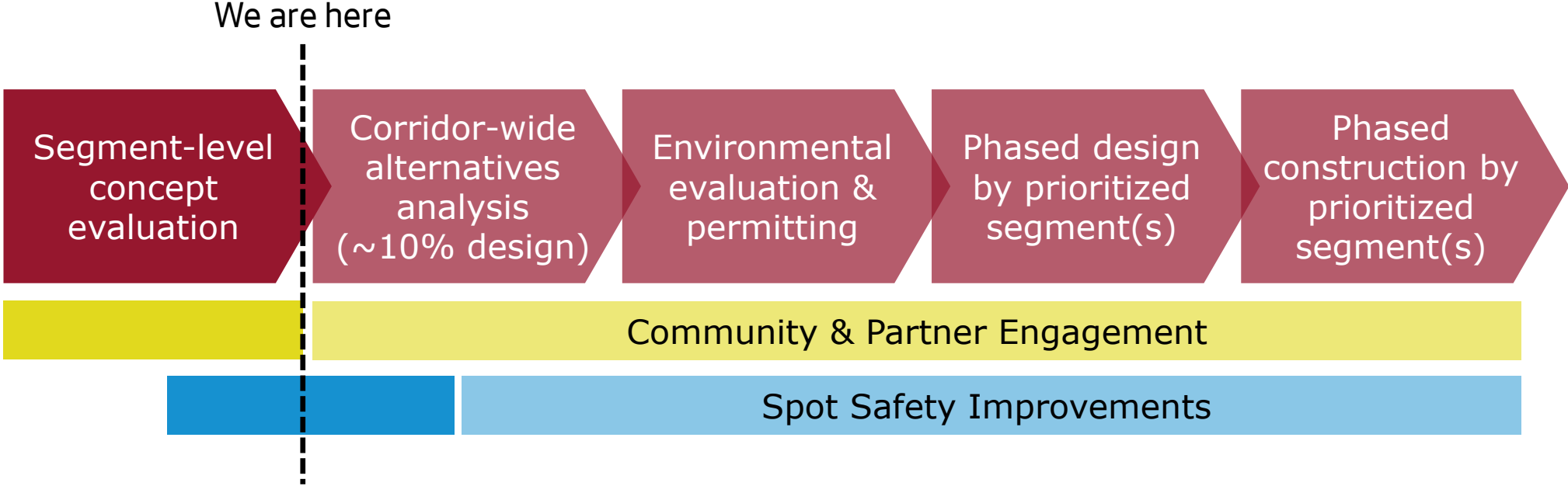
- King County Metro
- WSDOT
- Seattle Public Utilities
- Office of Planning & Community Development

- **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 (up to \$1.4M): Will provide local matching funds for grants supporting 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

\*funding sources are not yet obligated



# Outreach Summary



# Previous Outreach

## ■ Summer/Fall 2022

- 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

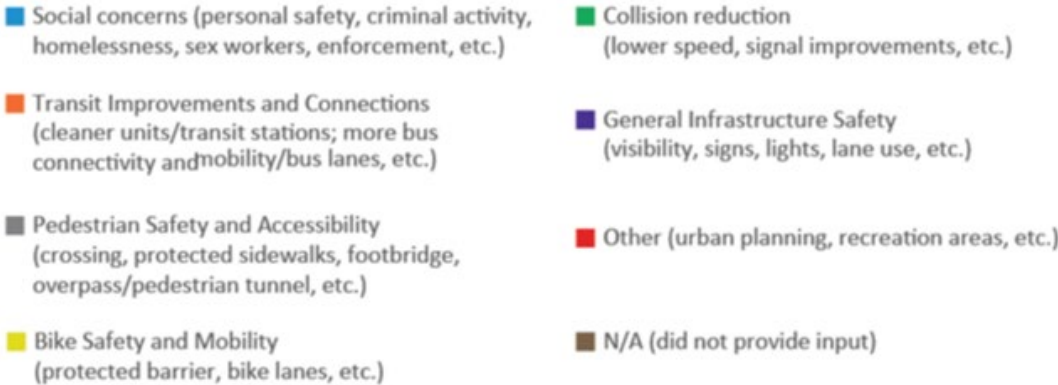
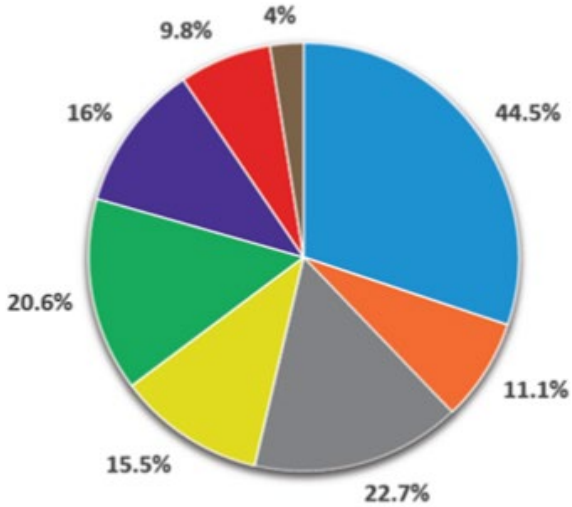
## ■ Spring/Summer 2023

- 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 6:** Launch online survey and advertisement campaign (digital and in-person)

**March 6 – April 12:** Provide briefings to modal advisory boards, community organizations, and key stakeholders

**April 12:** Close online survey, begin result summary to inform our evaluation and next steps

## Public Open Houses:

- Tuesday, March 12, 1–2 PM, Broadview Library
- Thursday, March 14, 6–7 PM, Online (*visit webpage for link*)
- Thursday, March 21, 6–7 PM, Bitterlake Community Center

# Draft Community Ideas & Evaluation Criteria



# Draft Ideas: 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 Ideas: Overview

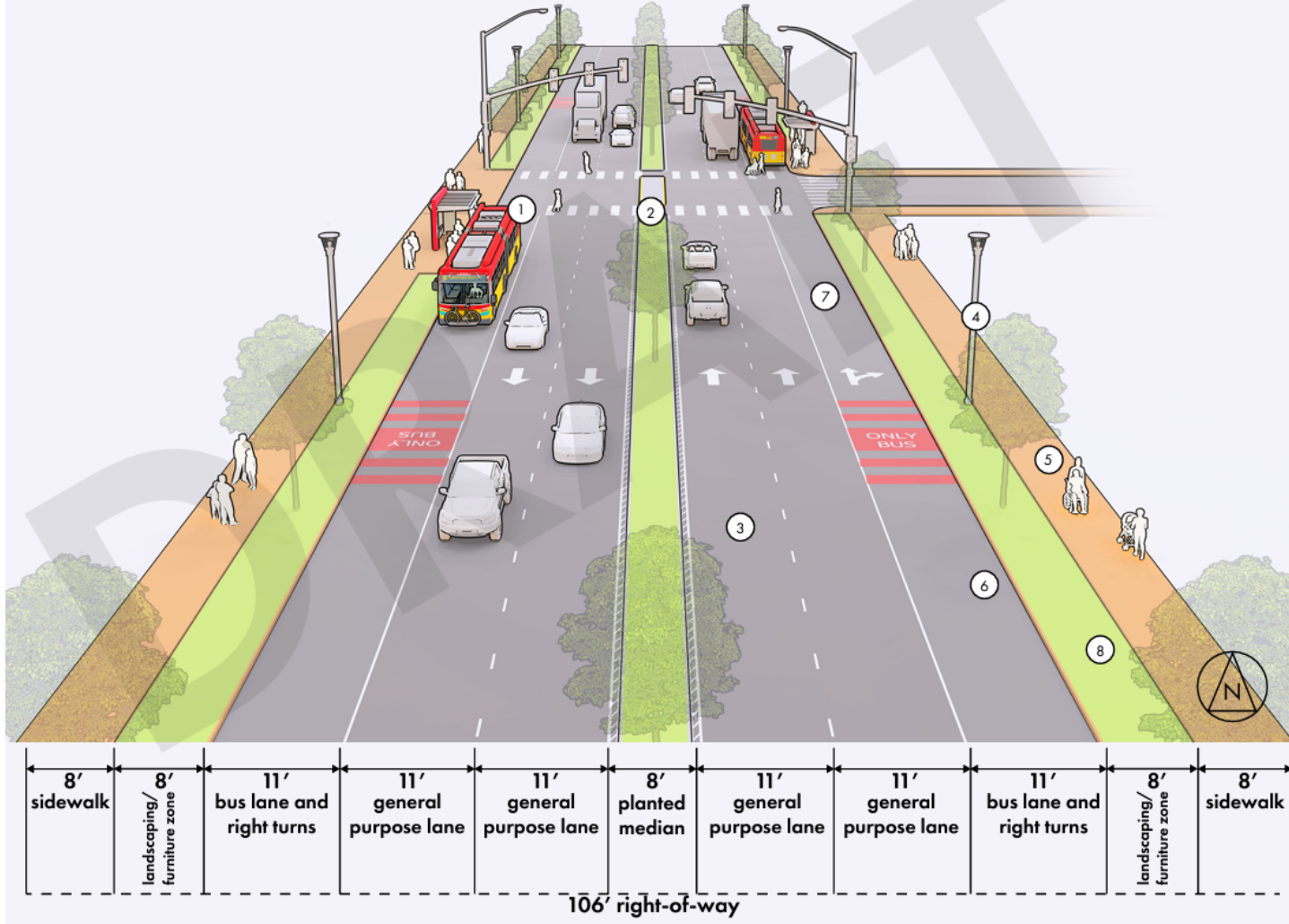


Idea Type	Description	Segment 1 & 2	Segment 3, 4, & 5
		106' right-of-way 45K-55K daily vehicles	90' right-of way 25K-31K daily vehicles
<b>Walkable Boulevard</b>	Wide sidewalks, planted median, curbside bus lanes with right-turns allowed	Yes	Yes*
<b>Bike Connection</b>	Protected bike facility, planted bike buffer, curbside bus lanes with right-turns allowed	Yes	Yes*
<b>Center-running Bus Lanes</b>	Standard sidewalks, center-running bus lanes	Yes	Yes*
<b>Maintain Vehicle Capacity</b>	Maintains two general-purpose traffic lanes, standard sidewalks, curbside bus lanes with right-turns allowed	Not Applicable	Yes

\*For Segment 3, 4, & 5 (90' right-of-way), these concepts represent a reduction in the number of general-purpose lanes. Therefore, a Maintain Vehicle Capacity concept is included for these segments.

# WALKABLE BOULEVARD (106')

Provides wide sidewalks and safer crossings to improve pedestrian comfort, increase accessibility, and create opportunities for street activation (e.g. sidewalk cafes, street furniture, etc.).



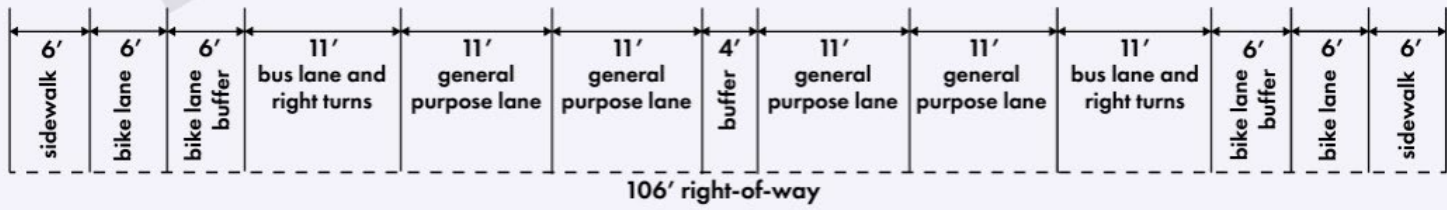
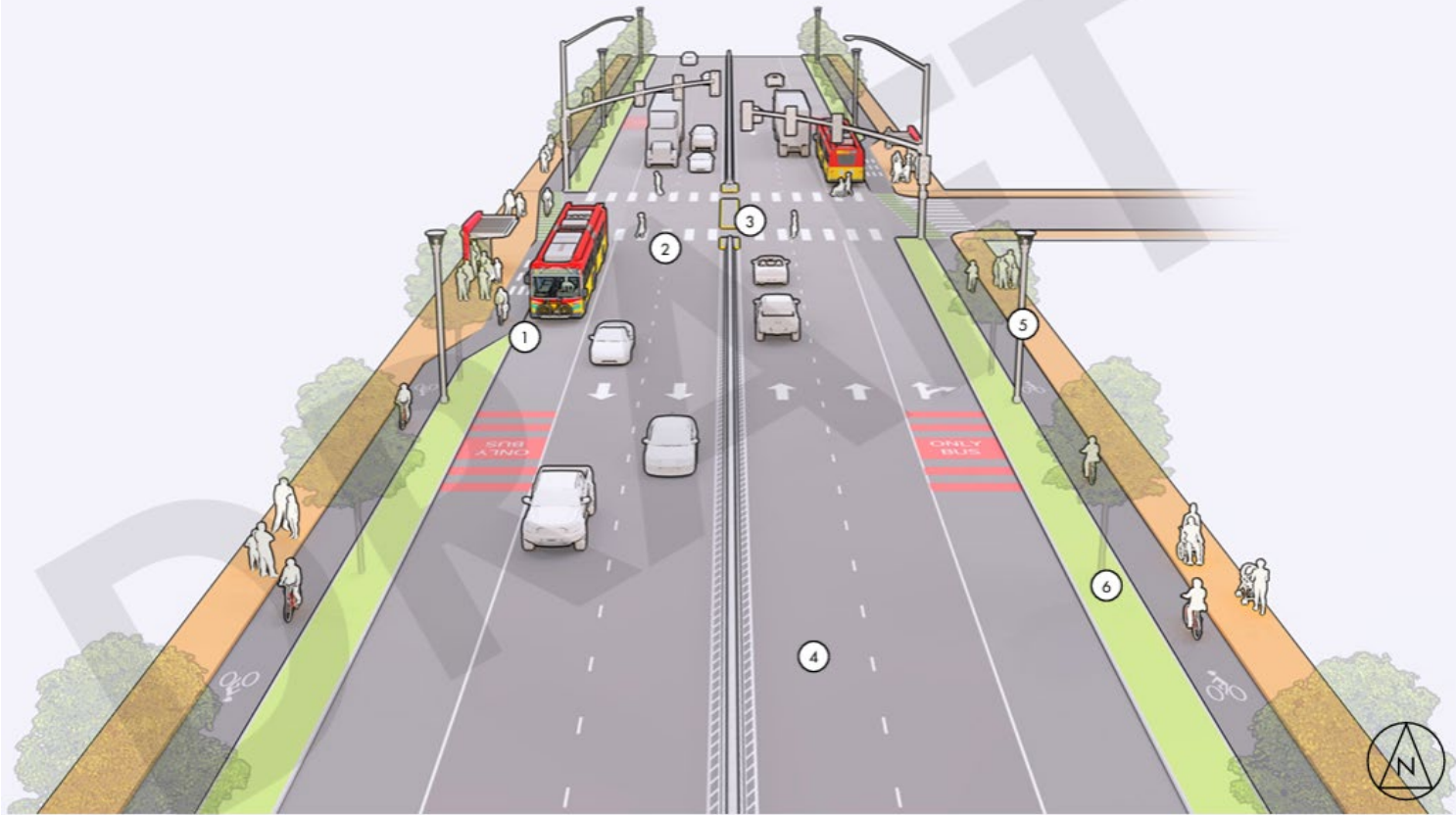
- ① Install or improve pedestrian crossings at all bus stop locations and additional intersections (exact locations to be determined).
- ② Vehicle access to and from Aurora from side streets would be restricted to stop controlled right in/right out.
- ③ Provides at least one 11-foot general purpose lane to accommodate trucks.
- ④ Upgrade street and pedestrian lighting to improve visibility and safety for everyone using Aurora Ave N.
- ⑤ Potential to provide a wider shared-use path (12-15 feet) by reducing the width of other street elements (e.g. median, landscaping) to support local access for people walking, rolling, and biking to destinations along Aurora Ave.
- ⑥ Potential to accommodate curbside needs (e.g. loading, parking, etc.) in limited locations where left-turn lane and/or planted median is not present.
- ⑦ Bus lanes in both directions with right-turns at intersecting streets and driveways allowed.
- ⑧ Potential to preserve and/or plant new street trees in landscaping zone and median.

**NOTE: Graphics are meant to illustrate the general features of each idea for comparison purposes only. Further analysis is required to understand if the idea is feasible and determine design details.**



# BIKE CONNECTION (106')

Installs protected bike lanes to improve access and safety for people biking.

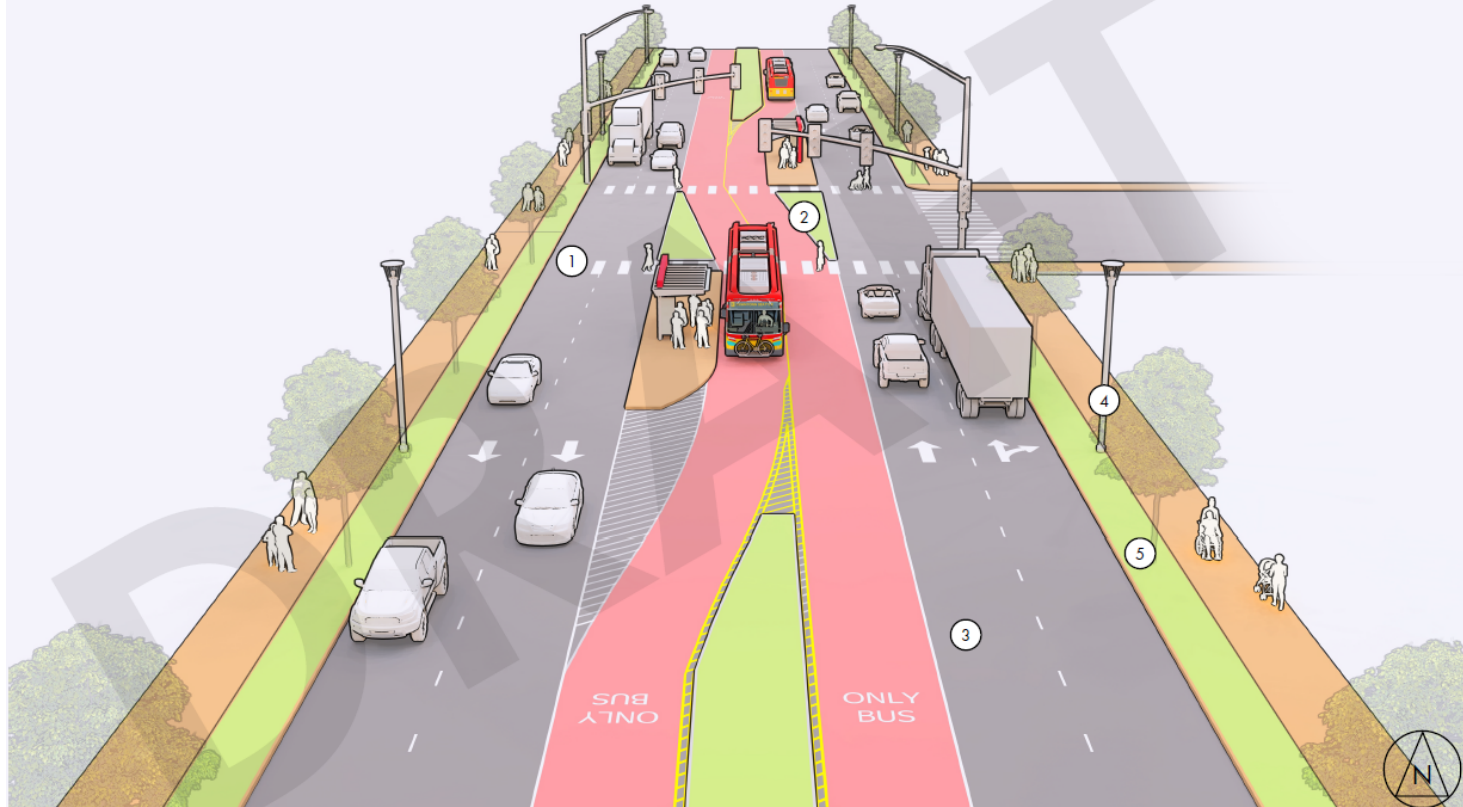


- ① At bus stops, people biking may share the sidewalk with pedestrians and transit riders.
- ② Install or improve pedestrian and bike crossings at all bus stop locations and additional intersections (exact locations to be determined).
- ③ Vehicle access to and from Aurora from side streets would be restricted to stop controlled right in/right out.
- ④ Provides at least one 11-foot general purpose lane to accommodate trucks.
- ⑤ Upgrade street and pedestrian lighting to improve visibility and safety for everyone using Aurora Ave N.
- ⑥ Potential to preserve and/or plant new street trees in bike lane buffers and landscape.

**NOTE: Graphics are meant to illustrate the general features of each idea for comparison purposes only. Further analysis is required to understand if the idea is feasible and determine design details.**

# CENTER RUNNING BUS LANE (106')

Includes center-running bus lanes to provide highest level of transit service and limit conflict between buses and other vehicular traffic.



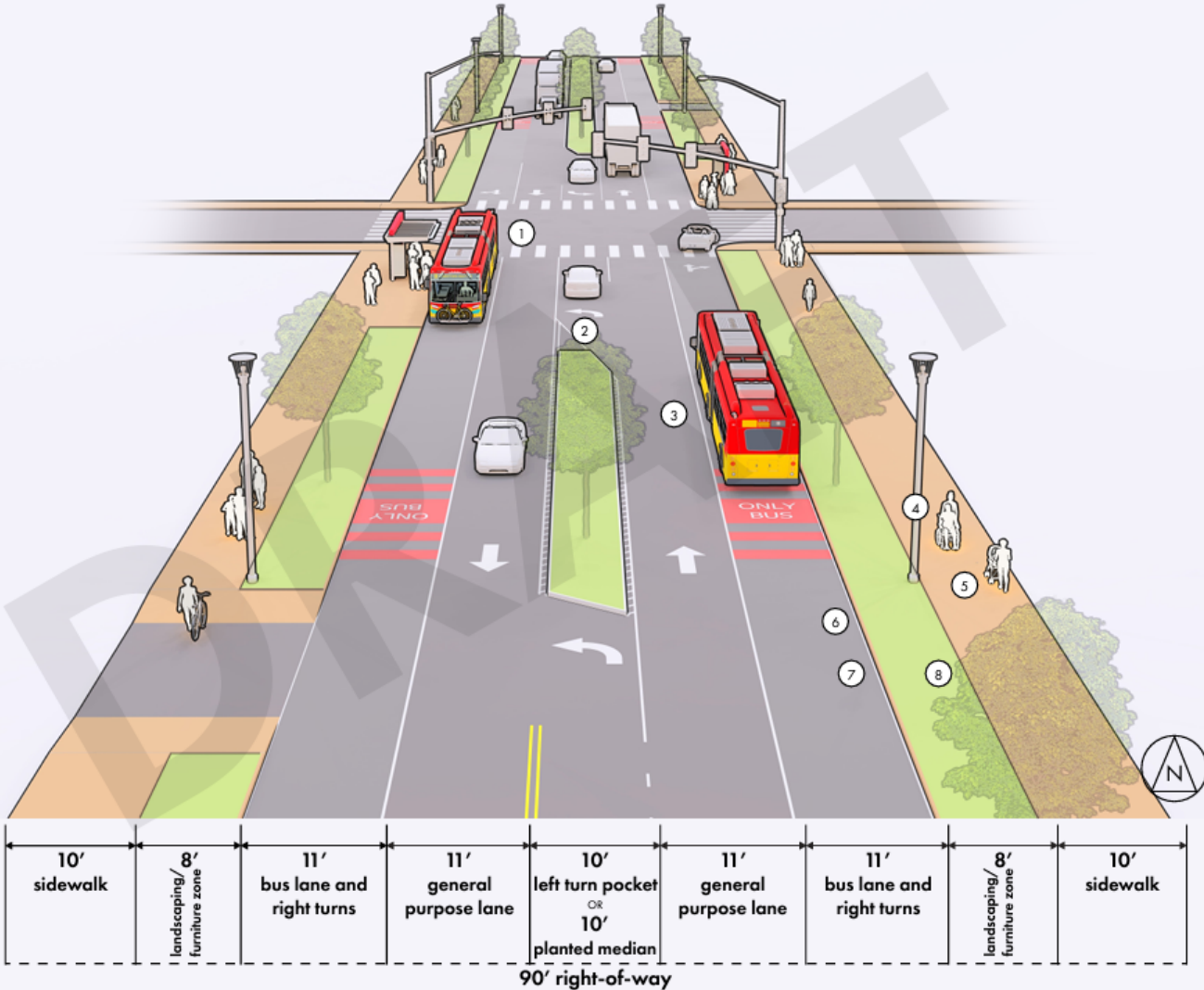
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8'	6'	11'	11'	11'	12'	11'	11'	11'	6'	8'
sidewalk	landscaping/ furniture zone	general purpose lane	general purpose lane	bus only lane OR 12' bus station	planted median OR 11' bus only lane	bus only lane OR 12' bus station	general purpose lane	general purpose lane	landscaping/ furniture zone	sidewalk
106' right-of-way										

# WALKABLE BOULEVARD (90')

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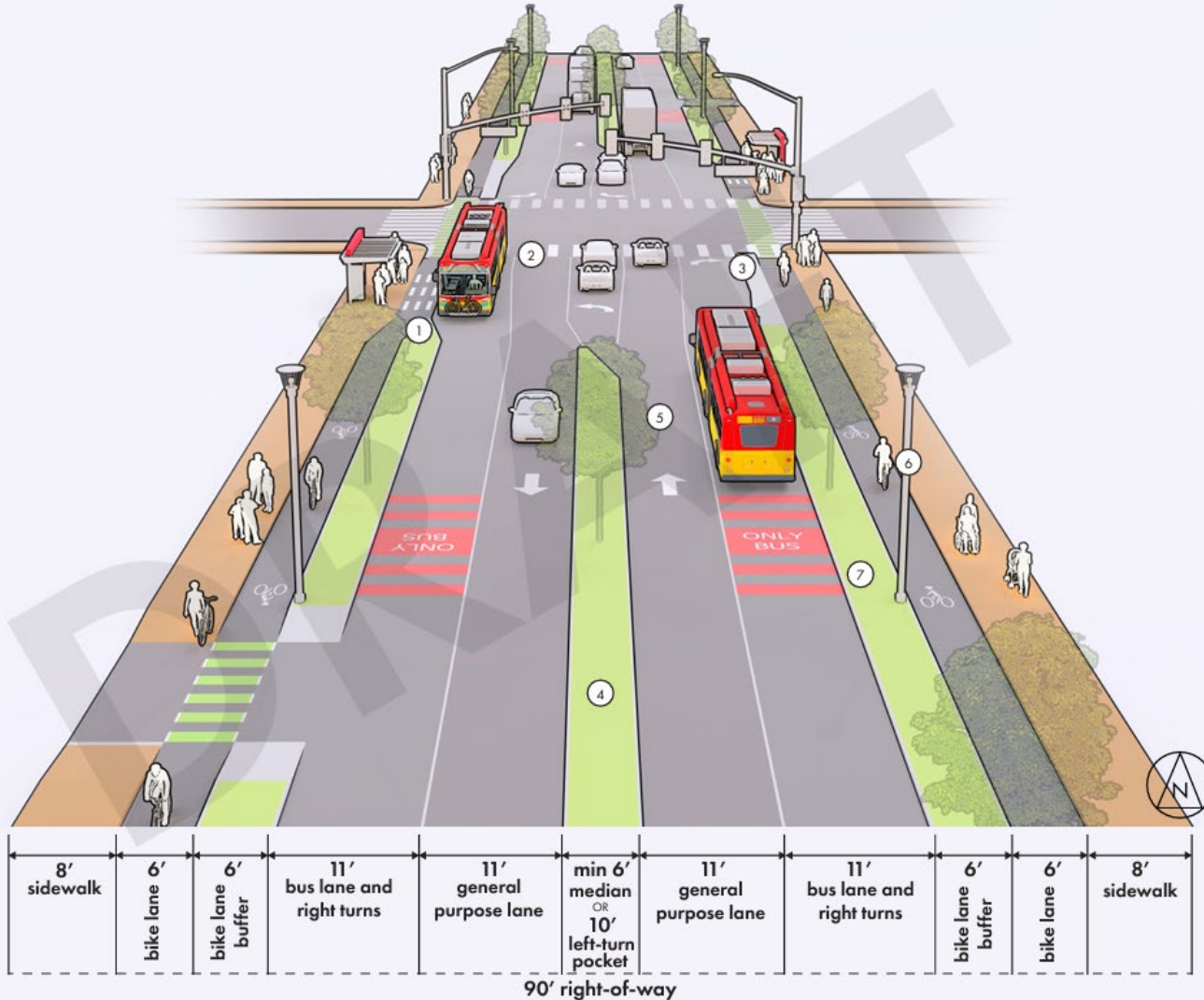
- ① Install or improve pedestrian crossings at all bus stop locations and additional intersections (exact locations to be determined).
- ② Left-turn lanes provided at all major arterials and at limited side streets and driveways.
- ③ Provide at least one 11-foot general purpose lane to accommodate trucks.
- ④ Upgrade street and pedestrian lighting to improve visibility and safety for everyone using Aurora Ave N.
- ⑤ Potential to provide a wider shared-use path (12-15 feet) by reducing the width of other street elements (e.g. median, landscaping) to support local access for people walking, rolling, and biking to destinations along Aurora Ave.
- ⑥ Potential to accommodate curbside needs (e.g. loading, parking, etc.) in limited locations where left-turn lane and/or planted median is not present.
- ⑦ Bus lanes in both directions with right-turns at intersecting streets and driveways allowed.
- ⑧ Potential to preserve and/or plant new street trees in landscaping zone and median.

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Installs protected bike lanes to improve access and safety for people biking.

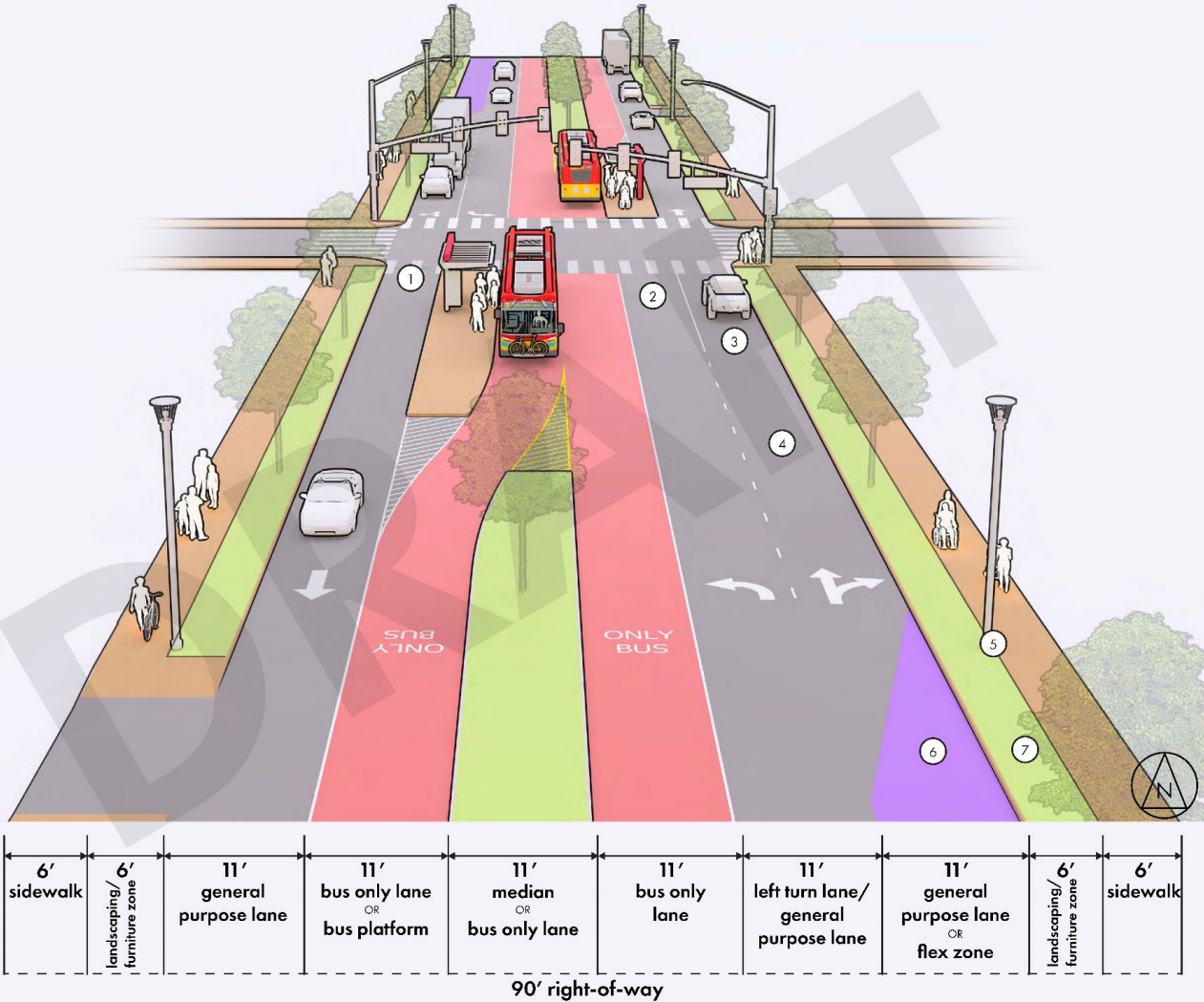


- ① Where left-turn lanes are provided, people biking would share the sidewalk space with pedestrians at bus stops.
- ② Install or improve pedestrian and bike crossings at all bus stop locations and additional intersections (exact locations to be determined).
- ③ Bike lane buffer narrows at major arterials to accommodate left-turn lanes.
- ④ Potential to accommodate left-turn lanes at limited side street or driveway locations by reducing the width of bike lane buffers.
- ⑤ Provides at least one 11-foot general purpose lane to accommodate trucks.
- ⑥ Upgrade street and pedestrian lighting to improve visibility and safety for everyone using Aurora Ave N.
- ⑦ Potential to preserve and/or plant new street trees in bike lane buffers and landscape.

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# CENTER-RUNNING BUS LANE (90')

Includes center-running bus lanes to provide highest level of transit service and limit conflict between buses and other vehicular traffic.

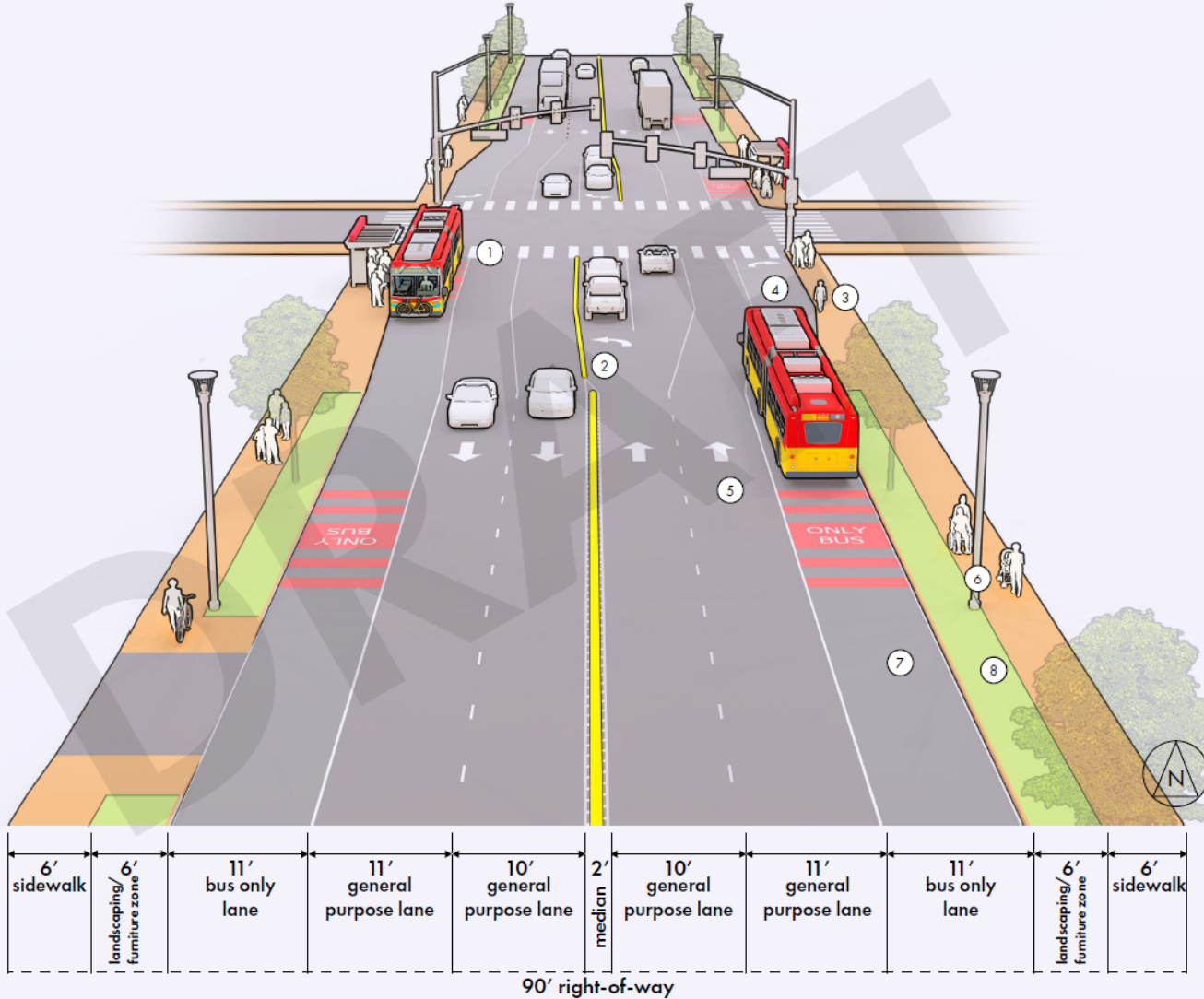


- ① Install or improve pedestrian crossings at all bus stop locations and additional intersections (exact locations to be determined).
- ② Left-turns allowed at major arterial intersections with U-turns permitted.
- ③ Vehicle access to and from Aurora Ave N from most non-arterial streets would be restricted to stop controlled right in/right out.
- ④ Provides at least one 11-foot general purpose lane to accommodate trucks.
- ⑤ Upgrade street and pedestrian lighting to improve visibility and safety for everyone using Aurora Ave N.
- ⑥ Potential to accommodate curbside needs (e.g. loading, street cafes, parking, etc.) in limited locations where left-turn lane and/or planted median is not present.
- ⑦ Potential to preserve and/or plant new street trees in landscaping zone and median

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# MAINTAIN CAPACITY (90')

Maintains two general purpose travel lanes with curbside bus lanes in each direction.



- ① Install or improve pedestrian crossings at all bus stop locations and additional intersections (exact locations to be determined).
- ② Left-turns allowed at major arterial intersections with U-turns permitted.
- ③ Landscaping/Furniture zone narrows by 5-feet on each side at intersections to accommodate left-turn lanes.
- ④ Vehicle access to and from Aurora Ave N from most side streets would be restricted to stop-controlled right-in/right-out.
- ⑤ Provides at least one 11-foot general purpose lane to accommodate trucks.
- ⑥ Upgrade street and pedestrian lighting to improve visibility and safety for everyone using Aurora Ave N.
- ⑦ Bus lanes in both directions with right-turns at intersecting streets and driveways allowed.
- ⑧ Potential to preserve and/or plant new street trees in landscaping zone.

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# Draft Evaluation Criteria

Criteria Category	Criteria Description
<b>Cost</b>	Comparison of order-of-magnitude, planning-level costs
<b>Implementation Feasibility</b>	Potential for project phasing and ease of transitions between segments
<b>Safety &amp; Multimodal Experience</b>	Estimated safety, mobility, and accessibility for people walking, biking, or taking transit
<b>Vehicle Traffic Operations</b>	Estimated travel time, access, and queueing for transit, trucks, and personal vehicles
<b>Freight</b>	Regional mobility and local property access for commercial vehicles
<b>Climate</b>	Potential for environmental enhancements and/or preservation (i.e. stormwater management, street trees, etc.)
<b>Equity</b>	Potential benefits and/or impacts to community health, safety, and resilience
<b>City &amp; Partner Planning Alignment</b>	Alignment with related community, land use, and agency plans
<b>Curb Space Management</b>	Ability to accommodate on-street parking, business access, and loading needs
<b>Property Impacts</b>	Potential need for right-of-way acquisition or temporary easements

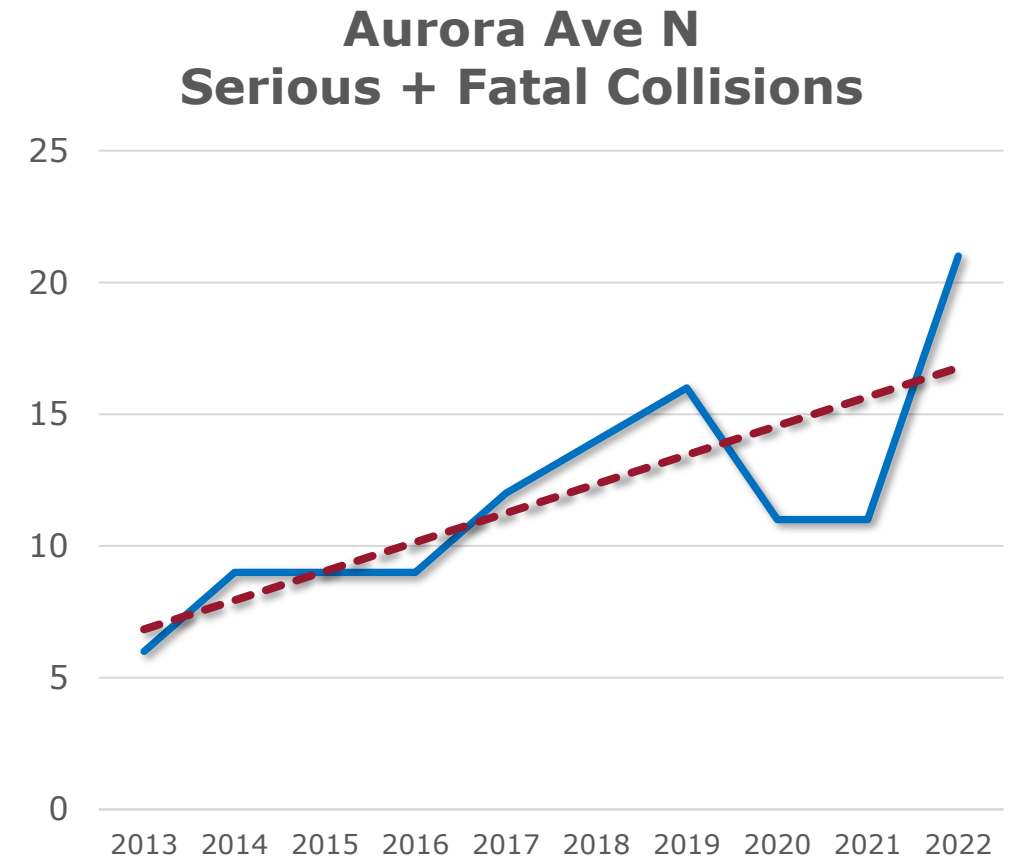


# Interim Spot Safety Improvements Update & Next Steps



# Interim Spot Safety Improvements

- Urgent need to respond improve safety on a high-crash corridor
- Coordinated with corridor planning process currently underway
- Targeted enhancements based on collision pattern data, community input, and land use considerations



# Interim 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

- Complete the current public engagement effort and synthesize feedback
- Refine ideas, evaluate them, and document findings
- Implement interim 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





Thank You!  
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