

Aurora Ave Project Draft Ideas Survey

Privacy Notice:

Information provided in this survey is considered a public record and may be subject to public disclosure. For more information, see the Public Records Act, [RCW Chapter 42.56](#). To learn more about how we manage your information, see our [Privacy Statement](#).

We want to hear from you! Your input is crucial to shaping the future of Aurora Ave N.

The City of Seattle Department of Transportation (SDOT) is conducting a survey to ask if our draft ideas incorporate your input and priorities for Aurora Ave N. We believe our draft ideas reflect the feedback we have heard so far but we need you to tell us if we've missed anything and going in the right direction.

What Will Happen Next?

After we get your feedback, we will take the following steps:

- We will finalize our draft ideas by segment.
- We will evaluate them to understand the advantages, disadvantages, costs, and feasibility of each option.
- We will use the results of the evaluation to come up with alternatives for the entire project area and do more analysis.

Project Purpose

Together with King County Metro, we have started a long-term study. Our goal is to come up with a new plan for the future of Aurora Ave N and the Rapid Ride E Line. We want people to get around safely and easily not matter what kind of transportation they use.

Project Area

Our project focuses on a 7.6-mile stretch of Aurora Ave N. It starts at Roy St (by the SR 99 Tunnel) and goes to N 145th St (at the Seattle city limit). We divided the area into five segments for the study. These divisions are based on different road features and how the land is used.

Harrison St to N 38th St | N 38th St to Winona Ave N | Winona Ave N to N 85th St | N 85th St to N 115th St | N 115th St to N 145th St



Learn More and Stay Updated

Interested in our project? Visit [our project webpage](#) to discover more about our plans and register for project updates.

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Aurora Ave Project Draft Ideas Survey

Get to Know Your Travel Details

Can you tell us how you found out about this survey for the Aurora Ave N corridor project?

- I received an email about the project.
- I saw an ad on social media.
- I visited the project's website.
- I am part of a community group that shared it.
- Other (please specify)

Have you participated in earlier outreach activities for the Aurora Ave N project?

- Yes, I have.
- No, I haven't.
- Maybe, I don't recall.

What is your ZIP code? (Please enter your 5 digit ZIP code)

How do you usually get around on Aurora Ave N/State Route 99 corridor or nearby routes?
(Please choose all that apply)



I walk.



I use a wheelchair or walker.



I ride a bicycle.



I drive a car or another personal vehicle.



I take the bus.



I use a taxi or rideshare vehicle.



I use a scooter.



I drive a truck or other commercial vehicle.

Other (please specify)

When are you most likely to be traveling on Aurora Ave N/State Route 99 corridor? (Choose the times that apply to you)

- Early morning (5am - 9am)
- Midday (9am - 3pm)
- Afternoon - evening (3pm - 7pm)
- Late evening (7pm - 10pm)
- Night (10pm - 5am)

On which days do you usually travel along the Aurora Ave N/State Route 99 corridor?

- On weekdays
- On weekends
- On both weekdays and weekends

Aurora Ave Project Draft Ideas Survey

Draft Ideas Feedback

What You Need to Know About the Draft Ideas

We created these draft ideas using your feedback, key data about Aurora Ave N, and technical requirements. They include the following priorities that we heard during outreach:

- **Signals and intersection safety:** More pedestrian crossings and shorter crosswalks
- **Lighting:** Improved lighting along Aurora and at bus stops
- **Transit safety and access:** Better bus stops and bus only lanes
- **Collision reduction:** Traffic signals, narrower lanes, and turning restrictions
- **Urban design elements:** Green spaces, street trees, and sidewalks

We value your opinion on our draft ideas for enhancing Aurora Ave N. As you review, here are some important things to keep in mind:

- **These ideas are still in the draft stage.** While they reflect feedback we have heard, they have not been fully evaluated or tested.
- **The range of ideas is broad, covering different feedback we heard from the community.** When we evaluate the ideas this will help us understand and balance the different needs and impacts.
- **After we evaluate them, we may adjust some ideas.** Some ideas may not progress, while others may change or be combined as we create alternatives for the entire project area.
- **We haven't considered transitions between segments in these draft ideas.** We'll think about those details later when we start making alternatives for the entire project area.

Share Your Thoughts on Draft Ideas by Segment

Harrison St to N 38th St | N 38th St to Winona Ave N | Winona Ave N to N 85th St | N 85th St to N 115th St | N 115th St to N 145th St



* First, please tell us which segment of the project you're interested in providing input on today? You can choose more than one.

- Segment 1 (From Harrison St to N 38th St)
- Segment 2 (From N 38th St to Winona Ave N)
- Segment 3 (From Winona Ave N to N 85th St)
- Segment 4 (From N 85th St to N 115th St)
- Segment 5 (From N 115th St to N 145th St)



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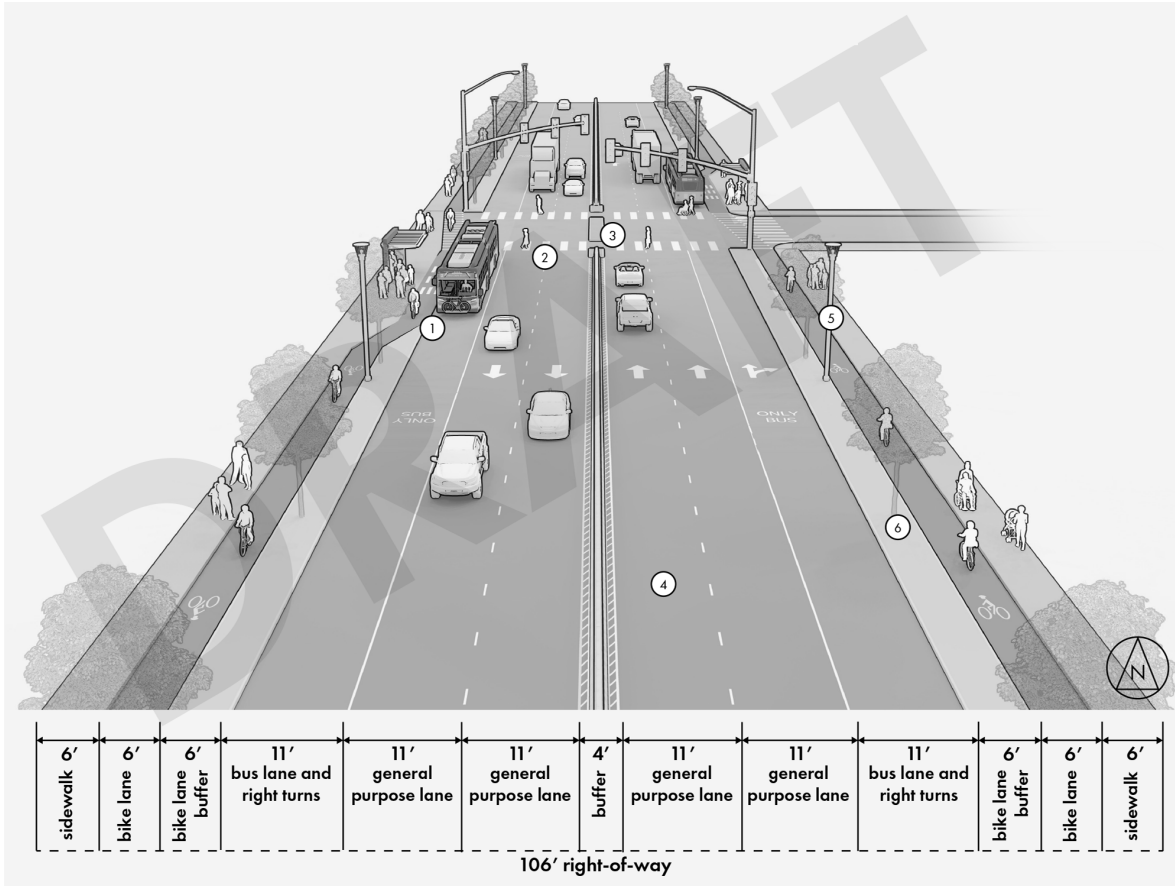
Aurora Ave Project Draft Ideas Survey

Segment 1 (From Harrison St to N 38th St)

Segment 1 Idea #1

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.

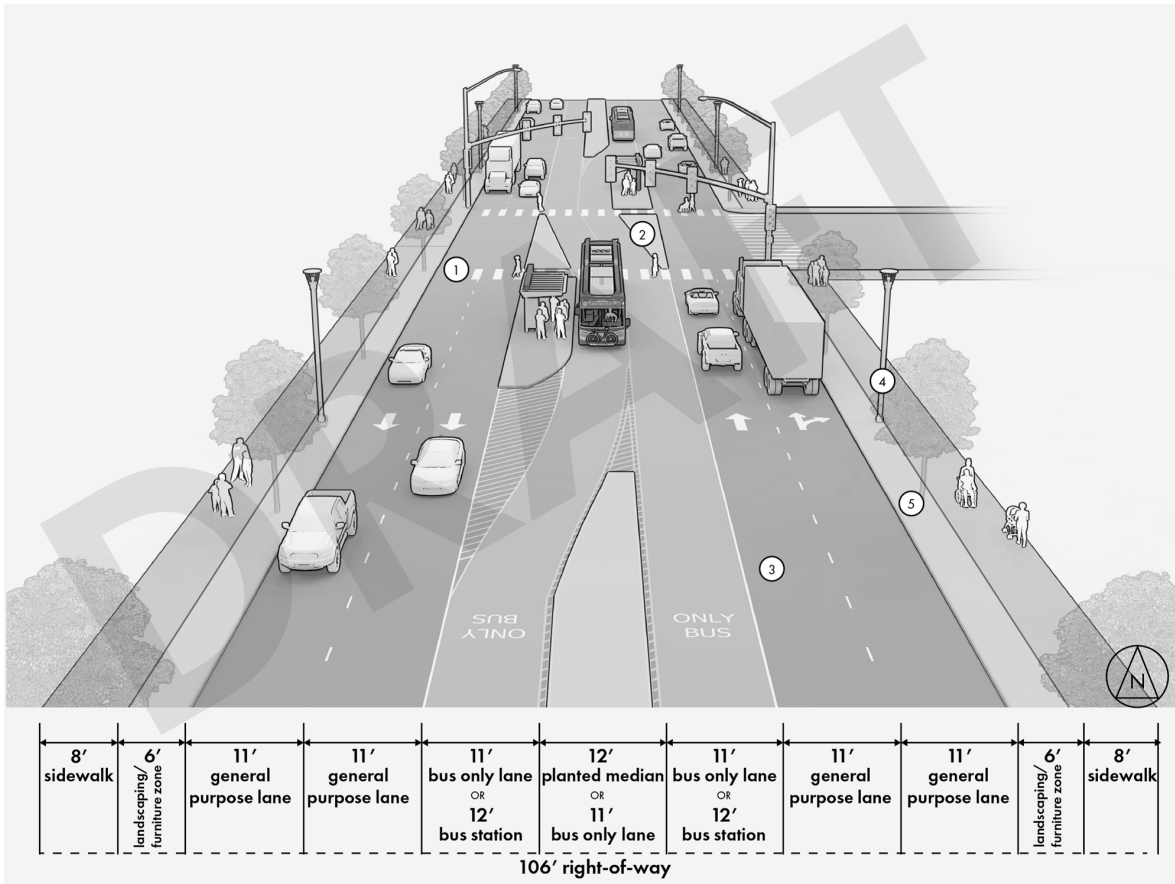
For Segment 1 only: The Aurora Bridge is not included in the ideas for Segment 1 because it has unique constraints and challenges that are beyond the scope of the initial evaluation. The City will separately evaluate solutions for the Aurora Bridge during a future planning phase.

Note: Draft design graphics are meant to illustrate the general features for comparison purposes only. Further analysis is required to understand if the idea is feasible and determine design details.

Segment 1 Idea #2

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.



- 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 preserve and/or plant new street trees in landscaping zone and median.

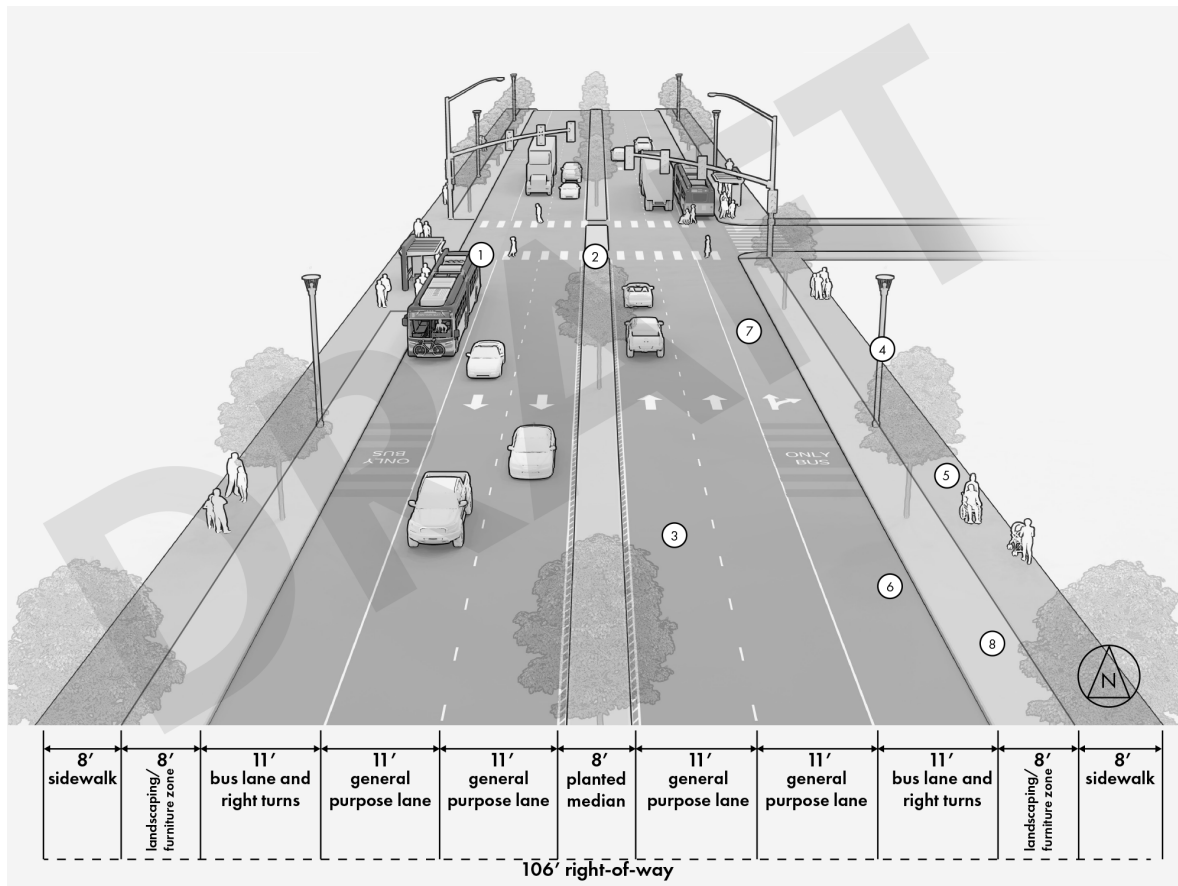
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Note: Draft design graphics are meant to illustrate the general features for comparison purposes only. Further analysis is required to understand if the idea is feasible and determine design details.

Segment 1 Idea #3

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 ft) 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.

For Segment 1 only: The Aurora Bridge is not included in the ideas for Segment 1 because it has unique constraints and challenges that are beyond the scope of the initial evaluation. The City will separately evaluate solutions for the Aurora Bridge during a future planning phase.

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Do you feel that at least one of our draft designs reflects your ideas or priorities for Segment 1?

- Yes, I feel that my ideas are represented.
- I'm not sure if my ideas are represented.
- No, I don't feel that my ideas are represented.

If there is something you'd like us to know about your ideas or priorities for Segment 1 that we have missed, please tell us.

Do you like the design features in our ideas for Segment 1?



I dislike this feature.



Neither like nor dislike.



I like this feature.

I don't know.

| | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
|--|-----------------------|-----------------------|-----------------------|-----------------------|
| Better street and pedestrian lighting | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Wide sidewalks that are 8 feet or more | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Wide area for landscaping, trees, and furniture on the sidewalks | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Keeping the existing number of lanes for vehicles | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Bus only lanes | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Safe crosswalks for people walking, biking, and rolling | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Center running bus only lanes | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Bus shelters | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Landscape medians with plants in the middle of the street | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Bike lanes | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

If you have something else you want to tell us, please share.



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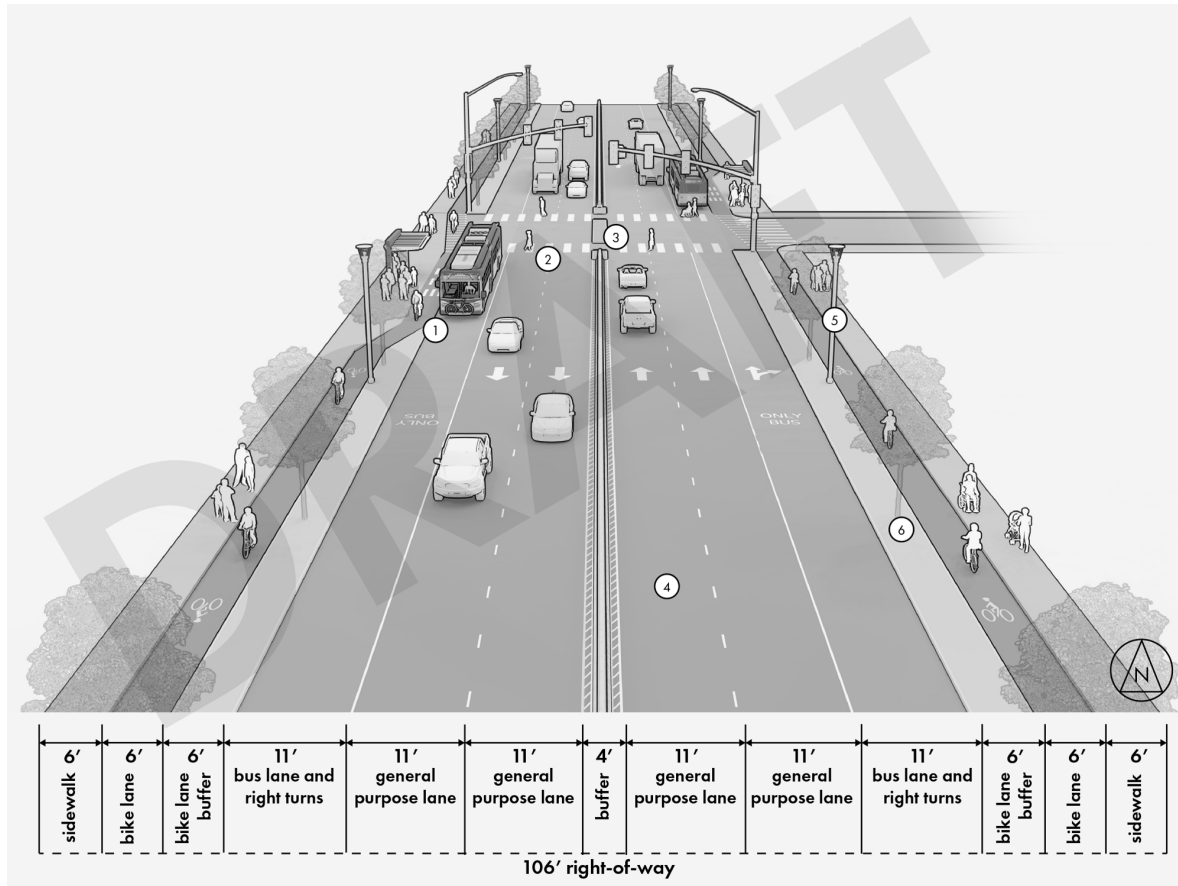
Aurora Ave Project Draft Ideas Survey

Segment 2 (From N 38th St to Winona Ave N)

Segment 2 Idea #1

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.

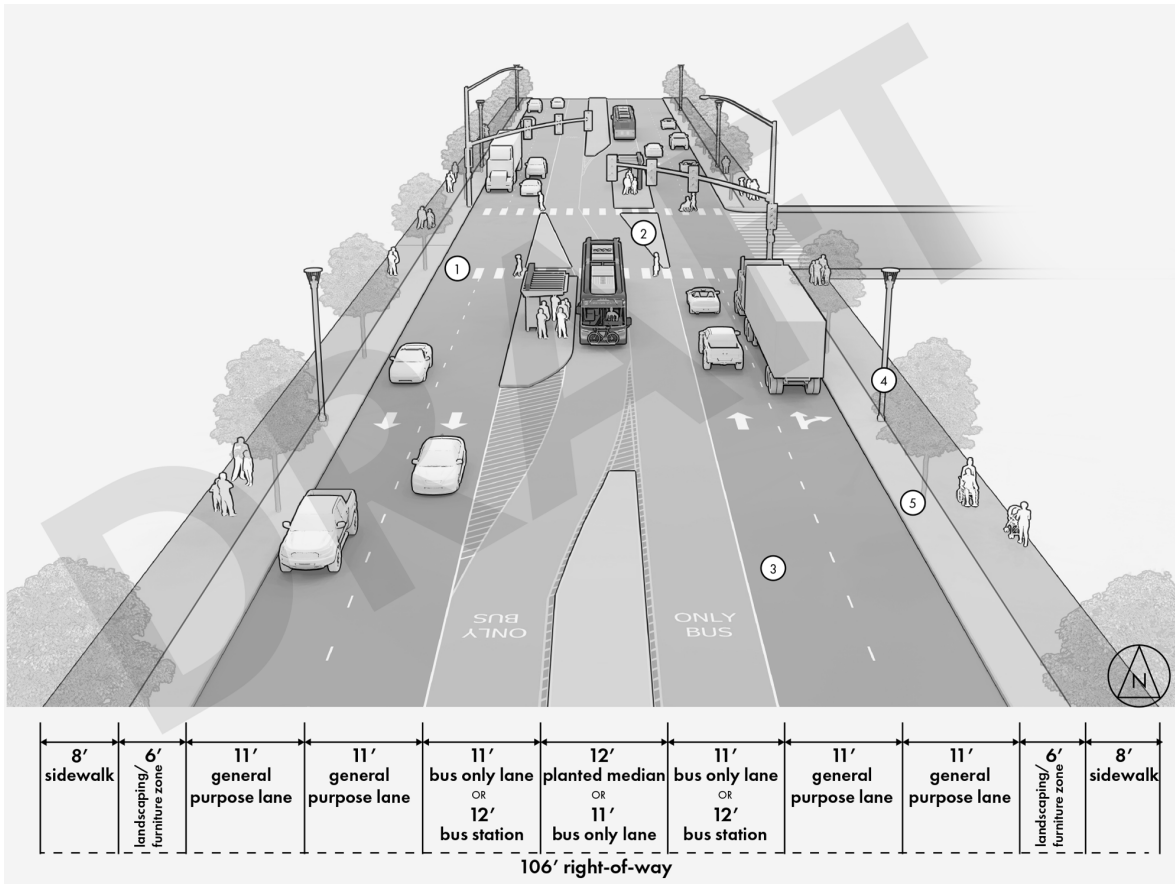
For Segment 2 only: The Woodland Park/Zoo segment is not included in the ideas for Segment 2 because it has unique constraints and challenges that are beyond the scope of the initial evaluation. The City will separately evaluate solutions for this area during a future planning phase.

Note: Draft design graphics are meant to illustrate the general features for comparison purposes only. Further analysis is required to understand if the idea is feasible and determine design details.

Segment 2 Idea #2

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.



- 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 preserve and/or plant new street trees in landscaping zone and median.

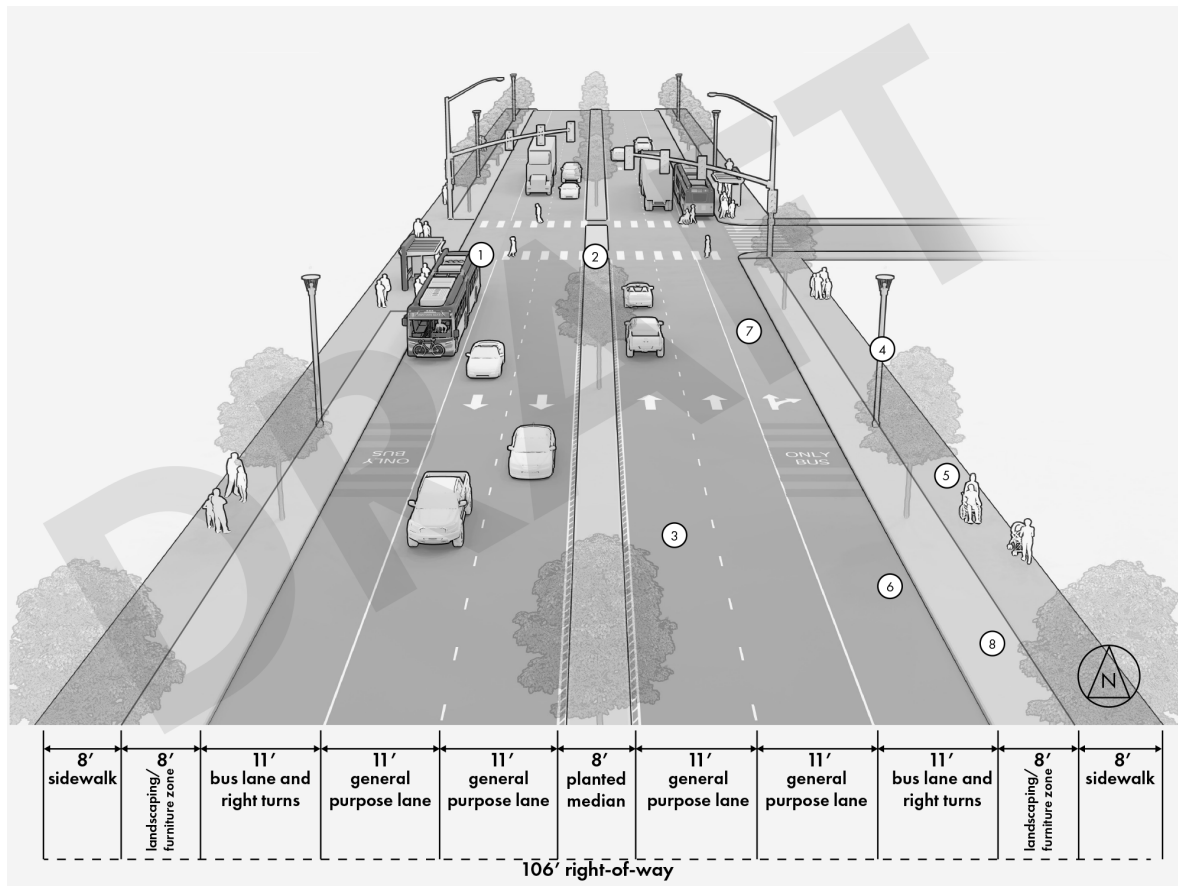
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Segment 2 Idea #3

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 ft) 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.

For Segment 2 only: The Woodland Park/Zoo segment is not included in the ideas for Segment 2 because it has unique constraints and challenges that are beyond the scope of the initial evaluation. The City will separately evaluate solutions for this area during a future planning phase.

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Do you feel that at least one of our draft designs reflects your ideas or priorities for Segment 2?

- Yes, I feel that my ideas are represented.
- I'm not sure if my ideas are represented.
- No, I don't feel that my ideas are represented.

If there is something you'd like us to know about your ideas or priorities for Segment 2 that we have missed, please tell us.

Do you like the design features in our ideas for Segment 2?



I dislike this feature.



Neither like nor dislike.



I like this feature.

I don't know.

| | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
|---|-----------------------|-----------------------|-----------------------|-----------------------|
| Better street and pedestrian lighting | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Wide sidewalks that are 8 feet or more | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Landscaping and trees | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Keeping the existing number of lanes for vehicles | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Bus only lanes | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Safe crosswalks for people walking, biking, and rolling | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Center running bus only lanes | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Bus shelters | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Raised lines in the middle of the road to separate lanes | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Green medians in the middle of the road to separate lanes | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Bike lanes | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

If you have something else you want to tell us, please share.



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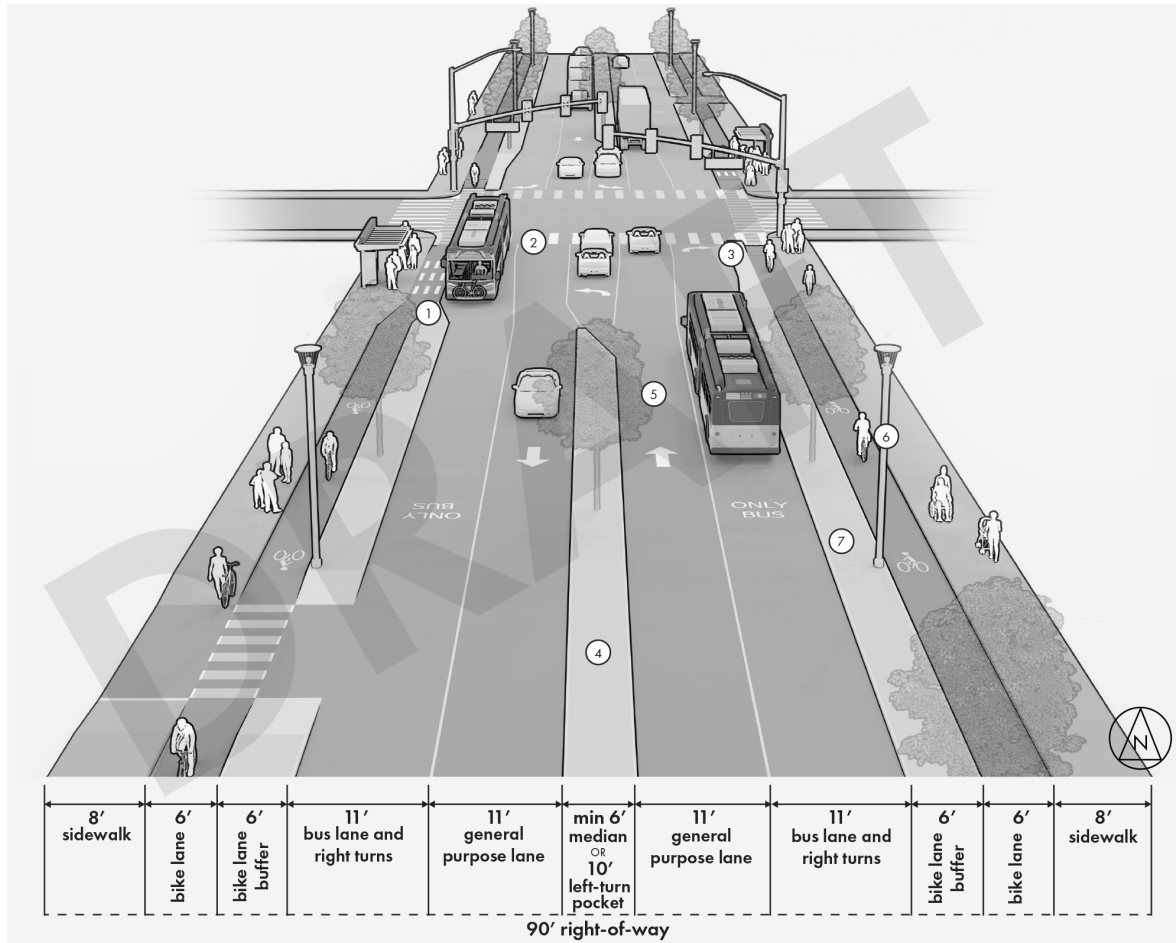
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Segment 3 (From Winona Ave N to N 85th St)

Segment 3 Idea #1

Bike Connection (106')

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



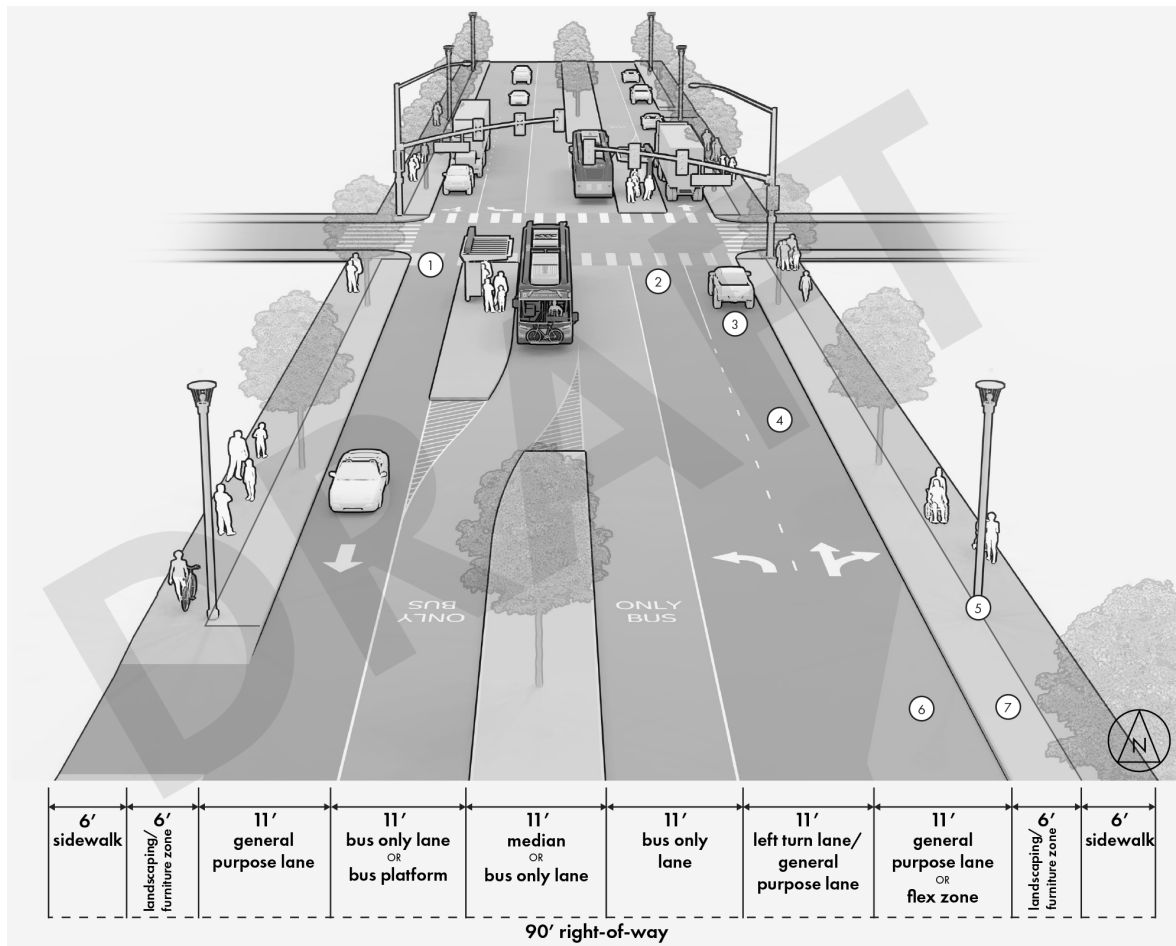
- ① Where left-turn lanes are provided, people biking would share the sidewalk space with pedestrians at bus stops.
- ② Install or improve pedestrian and bike crossings at all bus stop locations and additional intersections (exact locations to be determined).
- ③ Bike lane buffer narrows at major arterials to accommodate left-turn lanes.
- ④ Potential to accommodate let-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.

Note: Draft design graphics are meant to illustrate the general features for comparison purposes only. Further analysis is required to understand if the idea is feasible and determine design details.

Segment 3 Idea #2

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.



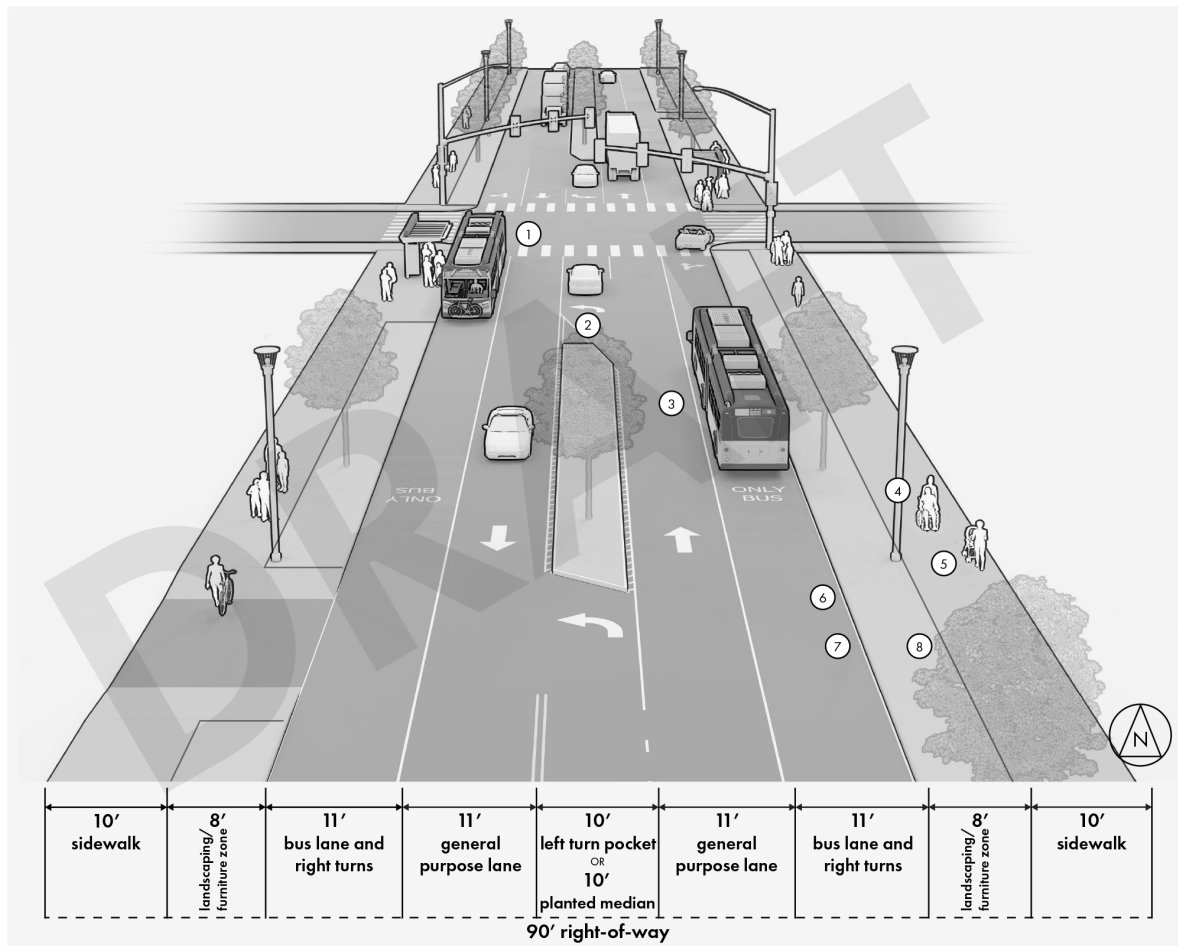
- ① Install or improve pedestrian crossings at all bus stop locations and additional intersections (exact locations to be determined)
- ② Left-turns allowed at major arterial intersections with U-turns permitted.
- ③ Vehicle access to and from Aurora from side streets would be restricted to stop controlled 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 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.

Note: Draft design graphics are meant to illustrate the general features for comparison purposes only. Further analysis is required to understand if the idea is feasible and determine design details.

Segment 3 Idea #3

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.).



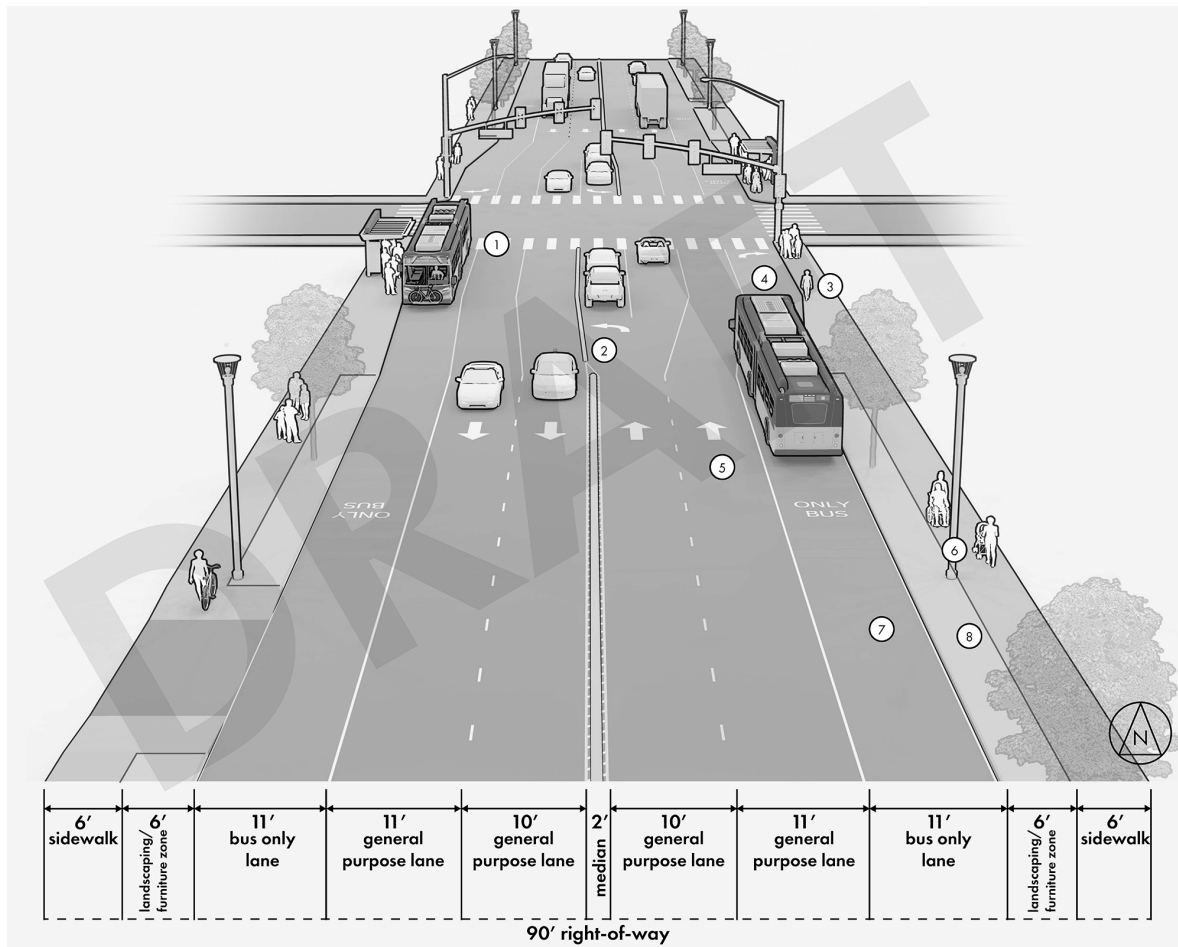
- ① Install or improve pedestrian crossings at all bus stop locations and additional intersections (exact locations to be determined)
- ② Left-turn lanes provided at all major arterials and at limited side streets and driveways.
- ③ Provides at least one 11-foot general purpose lane to accommodate trucks.
- 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 ft) 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: Draft design graphics are meant to illustrate the general features for comparison purposes only. Further analysis is required to understand if the idea is feasible and determine design details.

Segment 3 Idea #4

Maintain Capacity (106')

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 and median.

Note: Draft design graphics are meant to illustrate the general features for comparison purposes only. Further analysis is required to understand if the idea is feasible and determine design details.

Do you feel that at least one of our draft designs reflects your ideas or priorities for Segment 3?

- Yes, I feel that my ideas are represented.
- I'm not sure if my ideas are represented.
- No, I don't feel that my ideas are represented.

If there is something you'd like us to know about your ideas or priorities for Segment 3 that we have missed, please tell us.

Do you like the design features in our ideas for Segment 3?



I dislike this feature.



Neither like nor dislike.



I like this feature.

I don't know.

| | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
|---|-----------------------|-----------------------|-----------------------|-----------------------|
| Better street and pedestrian lighting | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Wide sidewalks that are 8 feet or more | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Landscaping and trees | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Keeping the existing number of lanes for vehicles | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Bus only lanes | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Safe crosswalks for people walking, biking, and rolling | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Center running bus only lanes | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Bus shelters | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Raised lines in the middle of the road to separate lanes | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Green medians in the middle of the road to separate lanes | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Bike lanes | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

If you have something else you want to tell us, please share.



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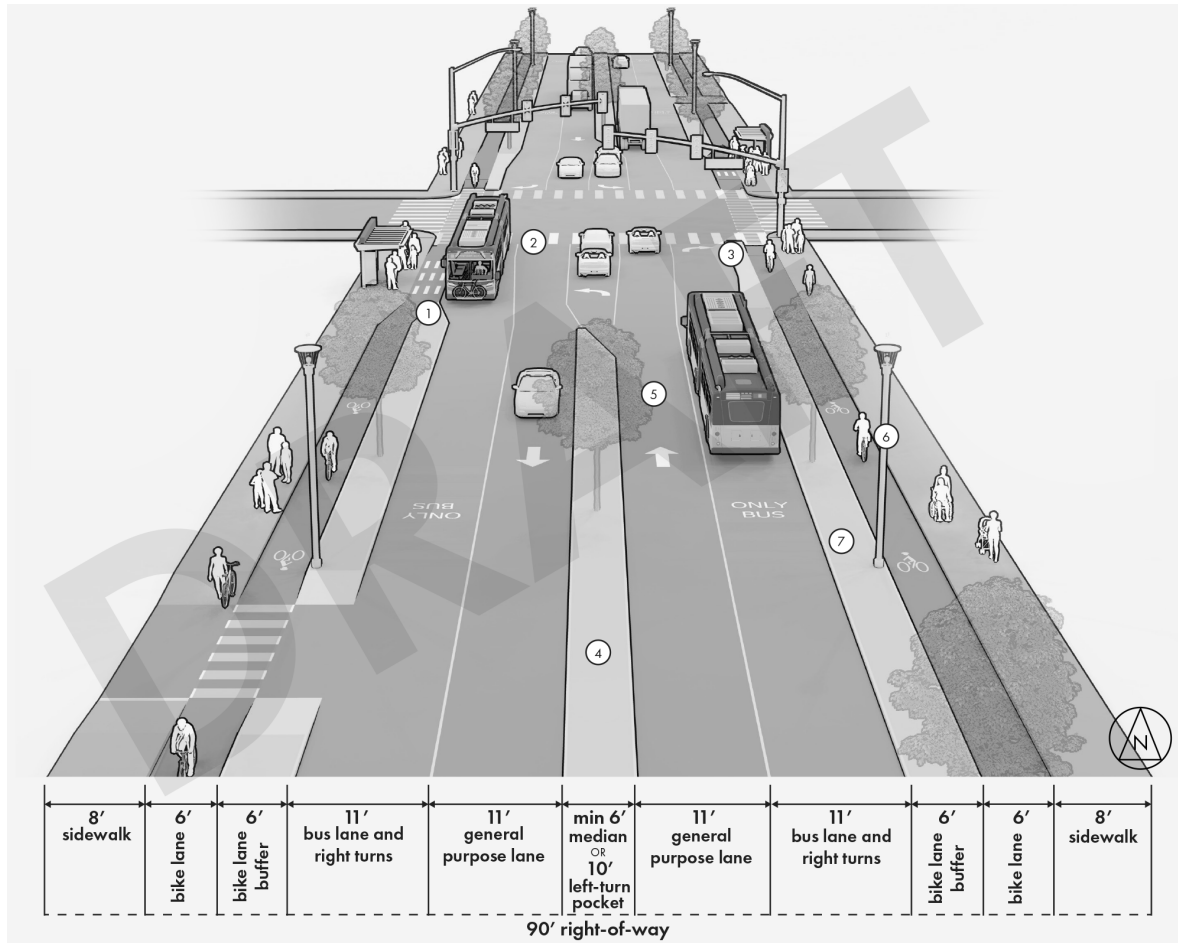
Aurora Ave Project Draft Ideas Survey

Segment 4 (From N 85th St to N 115th St)

Segment 4 Idea #1

Bike Connection (106')

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



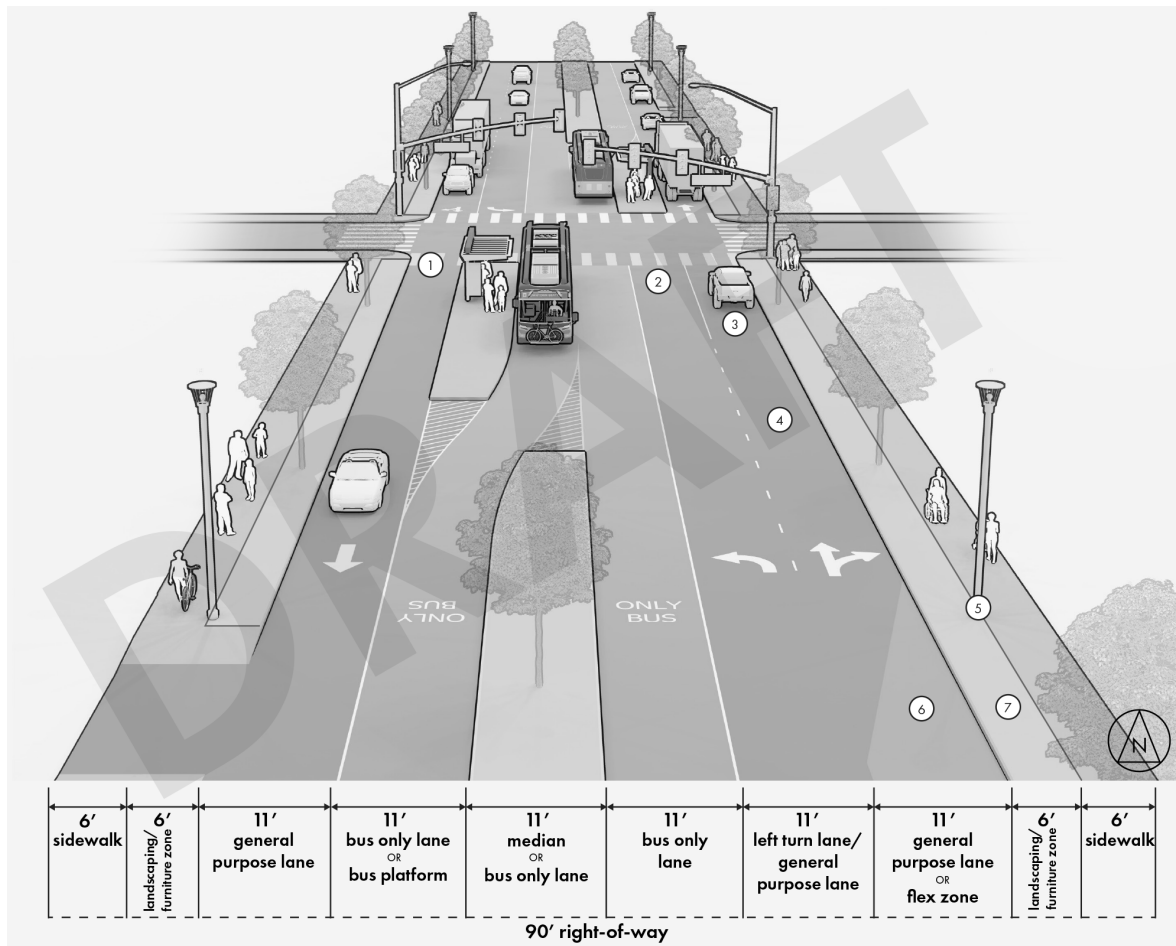
- ① Where left-turn lanes are provided, people biking would share the sidewalk space with pedestrians at bus stops.
- ② Install or improve pedestrian and bike crossings at all bus stop locations and additional intersections (exact locations to be determined).
- ③ Bike lane buffer narrows at major arterials to accommodate left-turn lanes.
- ④ Potential to accommodate let-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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Segment 4 Idea #2

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.



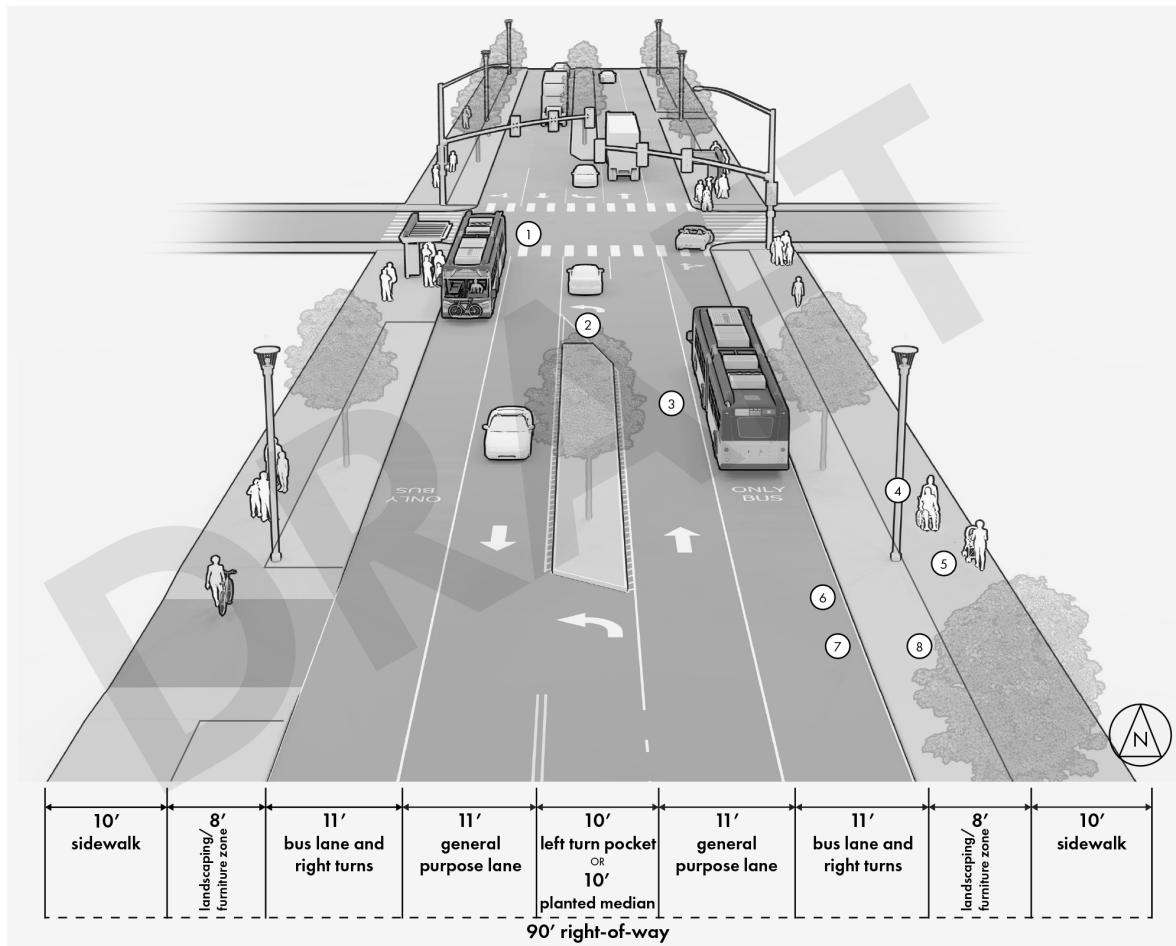
- ① Install or improve pedestrian crossings at all bus stop locations and additional intersections (exact locations to be determined)
- ② Left-turns allowed at major arterial intersections with U-turns permitted.
- ③ Vehicle access to and from Aurora from side streets would be restricted to stop controlled 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 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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Segment 4 Idea #3

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.).



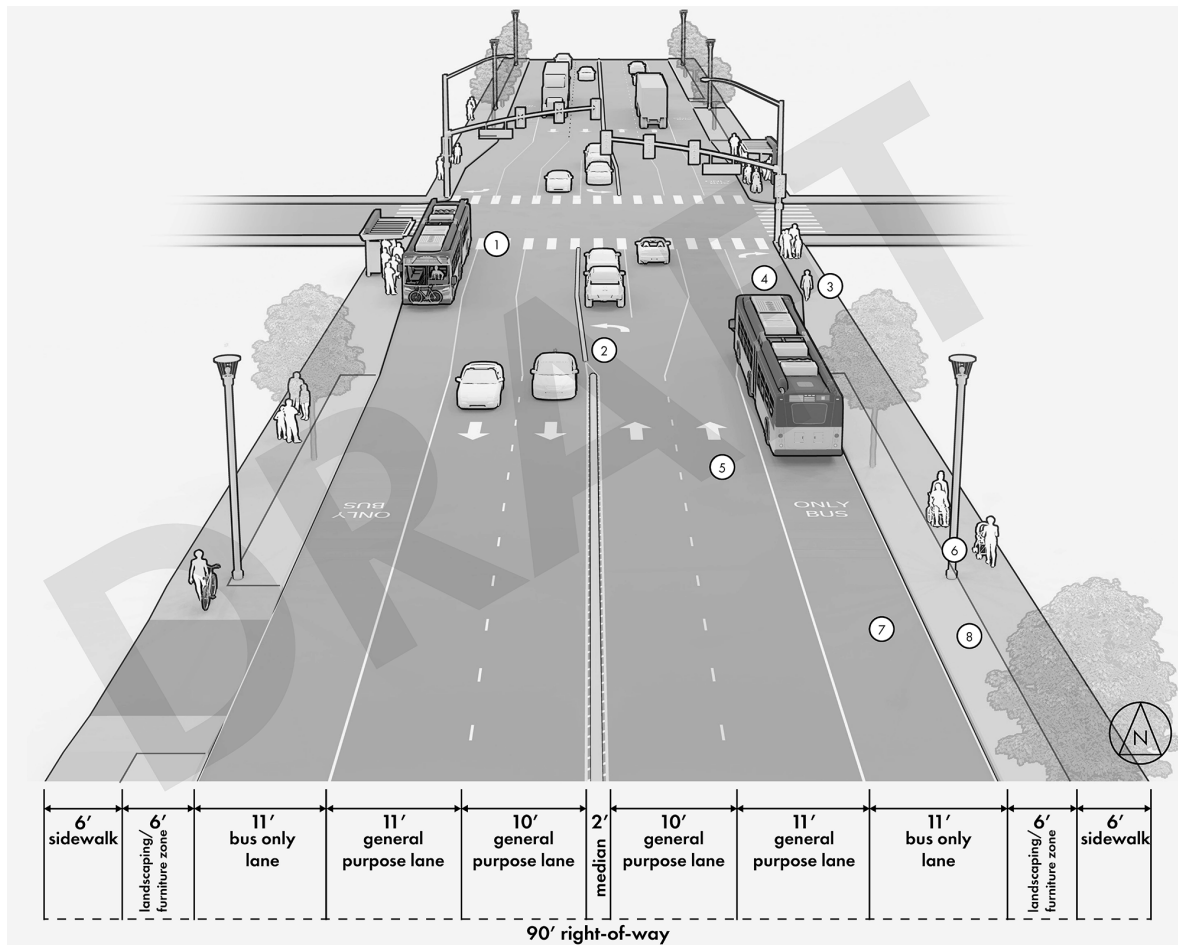
- ① Install or improve pedestrian crossings at all bus stop locations and additional intersections (exact locations to be determined)
- ② Left-turn lanes provided at all major arterials and at limited side streets and driveways.
- ③ Provides at least one 11-foot general purpose lane to accommodate trucks.
- 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 ft) 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: Draft design graphics are meant to illustrate the general features for comparison purposes only. Further analysis is required to understand if the idea is feasible and determine design details.

Segment 4 Idea #4

Maintain Capacity (106')

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 and median.

Note: Draft design graphics are meant to illustrate the general features for comparison purposes only. Further analysis is required to understand if the idea is feasible and determine design details.

Do you feel that at least one of our draft designs reflects your ideas or priorities for Segment 4?

- Yes, I feel that my ideas are represented.
- I'm not sure if my ideas are represented.
- No, I don't feel that my ideas are represented.

If there is something you'd like us to know about your ideas or priorities for Segment 4 that we have missed, please tell us.

Do you like the design features in our ideas for Segment 4?



I dislike this feature.



Neither like nor dislike.



I like this feature.

I don't know.

| | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
|---|-----------------------|-----------------------|-----------------------|-----------------------|
| Better street and pedestrian lighting | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Wide sidewalks that are 8 feet or more | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Landscaping and trees | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Keeping the existing number of lanes for vehicles | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Bus only lanes | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Safe crosswalks for people walking, biking, and rolling | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Center running bus only lanes | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Bus shelters | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Raised lines in the middle of the road to separate lanes | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Green medians in the middle of the road to separate lanes | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Bike lanes | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

If you have something else you want to tell us, please share.



Seattle
Department of
Transportation

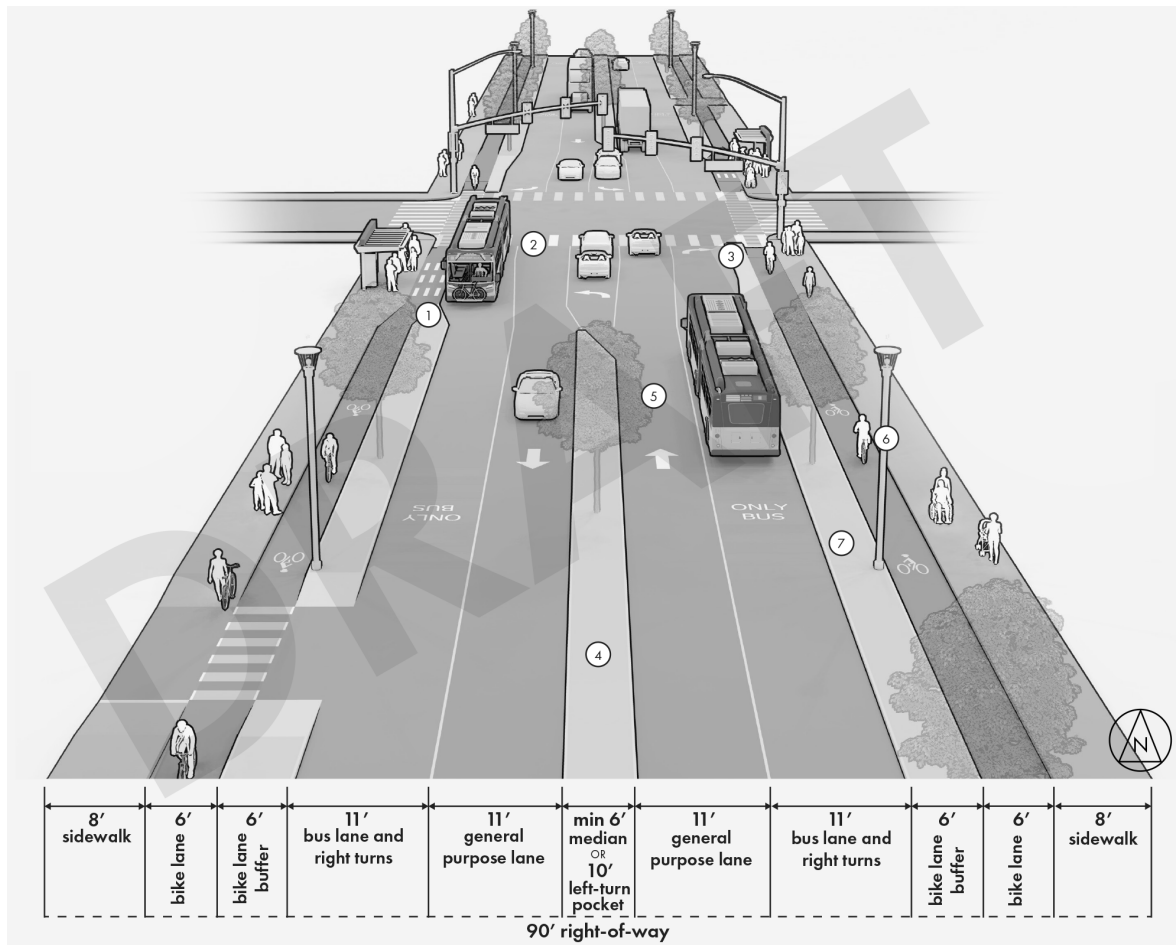
Aurora Ave Project Draft Ideas Survey

Segment 5 (From N 115th St to N 145th St)

Segment 5 Idea #1

Bike Connection (106')

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



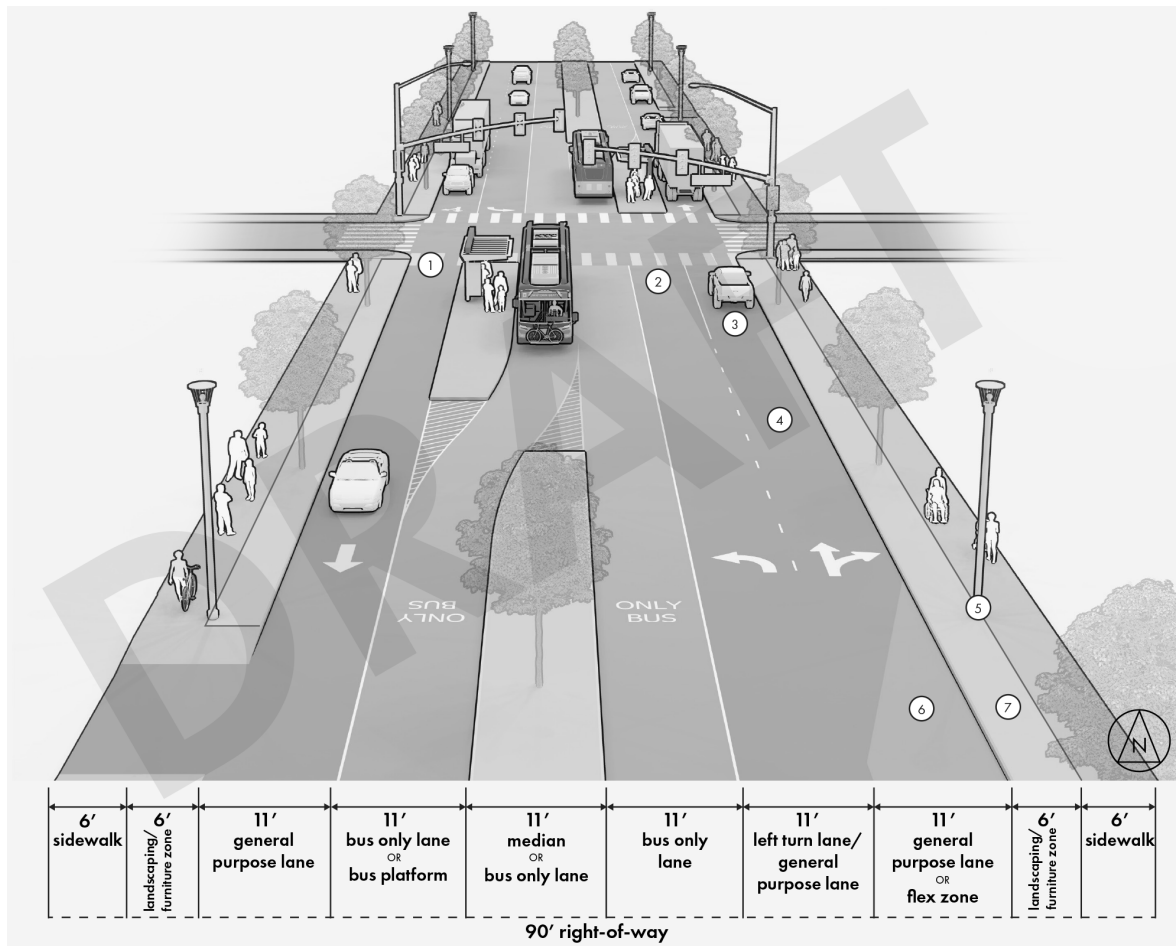
- ① Where left-turn lanes are provided, people biking would share the sidewalk space with pedestrians at bus stops.
- ② Install or improve pedestrian and bike crossings at all bus stop locations and additional intersections (exact locations to be determined).
- ③ Bike lane buffer narrows at major arterials to accommodate left-turn lanes.
- ④ Potential to accommodate let-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.

Note: Draft design graphics are meant to illustrate the general features for comparison purposes only. Further analysis is required to understand if the idea is feasible and determine design details.

Segment 5 Idea #2

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.



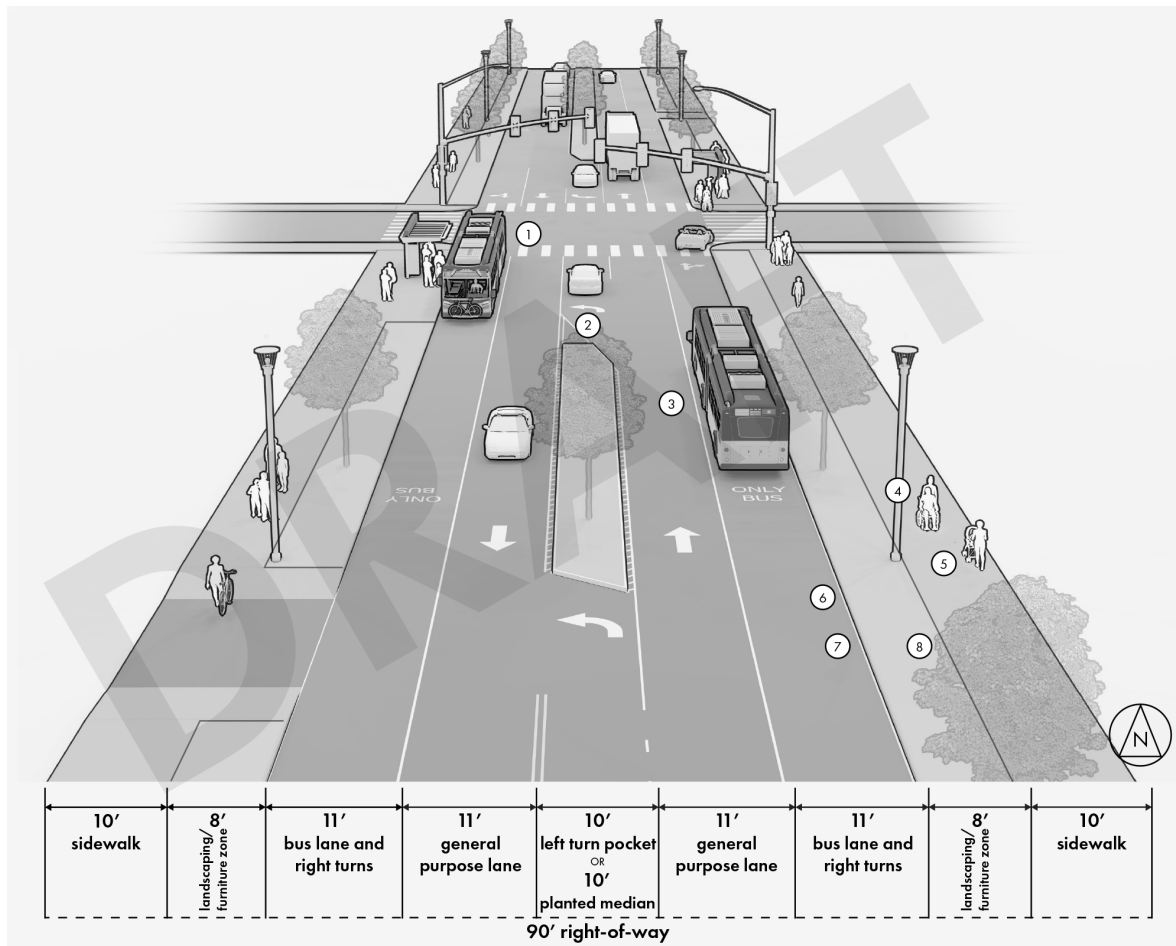
- ① Install or improve pedestrian crossings at all bus stop locations and additional intersections (exact locations to be determined)
- ② Left-turns allowed at major arterial intersections with U-turns permitted.
- ③ Vehicle access to and from Aurora from side streets would be restricted to stop controlled 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 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.

Note: Draft design graphics are meant to illustrate the general features for comparison purposes only. Further analysis is required to understand if the idea is feasible and determine design details.

Segment 5 Idea #3

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.).



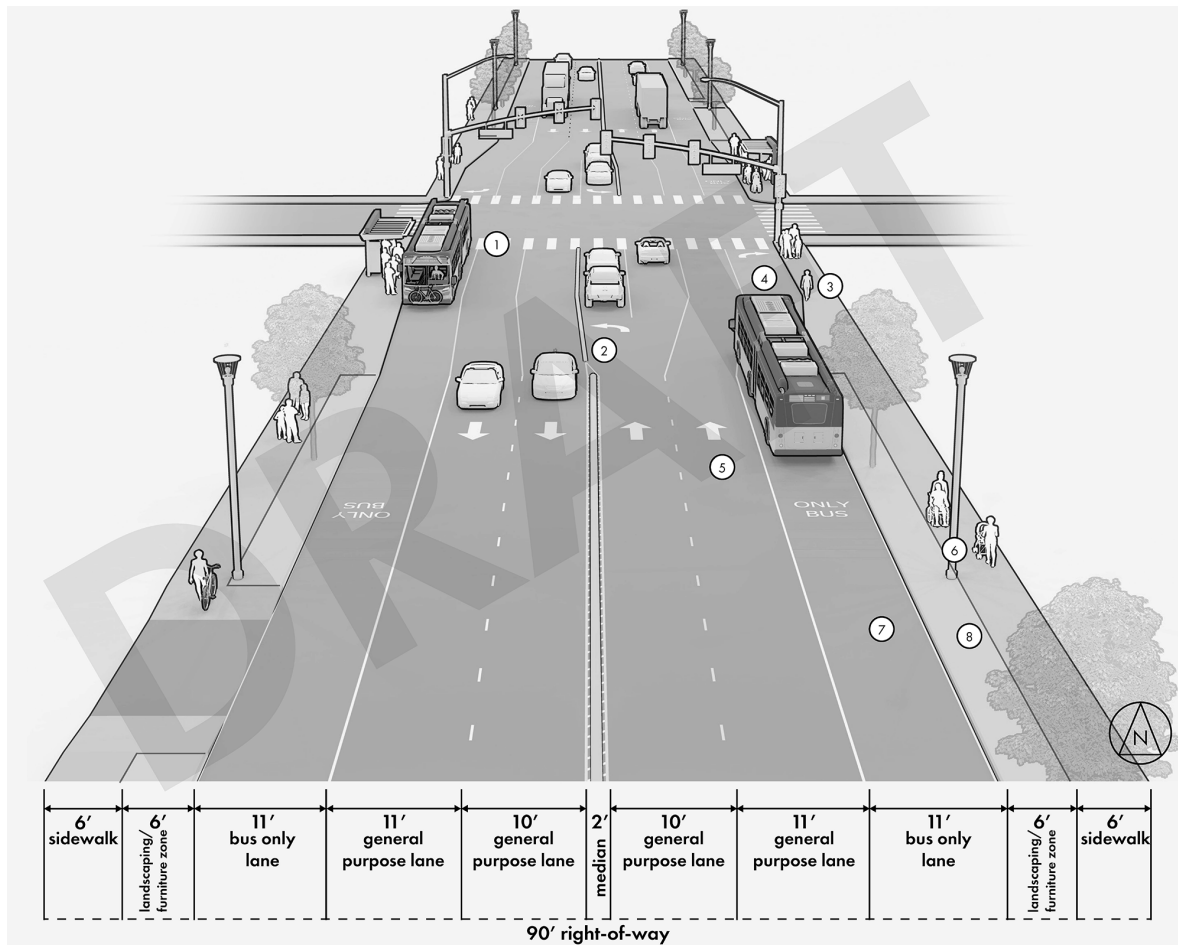
- ① Install or improve pedestrian crossings at all bus stop locations and additional intersections (exact locations to be determined)
- ② Left-turn lanes provided at all major arterials and at limited side streets and driveways.
- ③ Provides at least one 11-foot general purpose lane to accommodate trucks.
- 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 ft) 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: Draft design graphics are meant to illustrate the general features for comparison purposes only. Further analysis is required to understand if the idea is feasible and determine design details.

Segment 5 Idea #4

Maintain Capacity (106')

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 and median.

Note: Draft design graphics are meant to illustrate the general features for comparison purposes only. Further analysis is required to understand if the idea is feasible and determine design details.

Do you feel that at least one of our draft designs reflects your ideas or priorities for Segment 5?

- Yes, I feel that my ideas are represented.
- I'm not sure if my ideas are represented.
- No, I don't feel that my ideas are represented.

If there is something you'd like us to know about your ideas or priorities for Segment 5 that we have missed, please tell us.

Do you like the design features in our ideas for Segment 5?



I dislike this feature.



Neither like nor dislike.



I like this feature.

I don't know.

| | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
|---|-----------------------|-----------------------|-----------------------|-----------------------|
| Better street and pedestrian lighting | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Wide sidewalks that are 8 feet or more | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Landscaping and trees | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Keeping the existing number of lanes for vehicles | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Bus only lanes | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Safe crosswalks for people walking, biking, and rolling | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Center running bus only lanes | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Bus shelters | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Raised lines in the middle of the road to separate lanes | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Green medians in the middle of the road to separate lanes | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Bike lanes | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

If you have something else you want to tell us, please share.

Aurora Ave Project Draft Ideas Survey

Demographic Information (Optional)

What's your age?

- Under 18
- 18 - 25
- 26 - 35
- 36 - 45
- 46 - 55
- 56 - 65
- 65+
- I'd rather not say

What gender do you most identify with?

- Man
- Woman
- Non-binary or gender non-confirming
- Transgender
- Not listed

What race/ethnicity best describes you? Select all that apply

- Black or African American
- Hispanic or Latino
- Indigenous/First People of the Americas
- East Asian
- South Asian
- Southeast Asian
- Native Hawaiian or Pacific Islander
- Middle Eastern
- White
- Other race, ethnicity, or origin (please describe)

- I'd rather not to say

Do you have a disability? Select all that apply

- None
- Cognitive
- Hearing
- Mobility
- Vision
- Other (please specify)

- I'd rather not to say