

Aurora Ave Project

Aurora Ave N Safety Planning | Outreach Report Summary



Seattle
Department of
Transportation

November 2022

Project Background

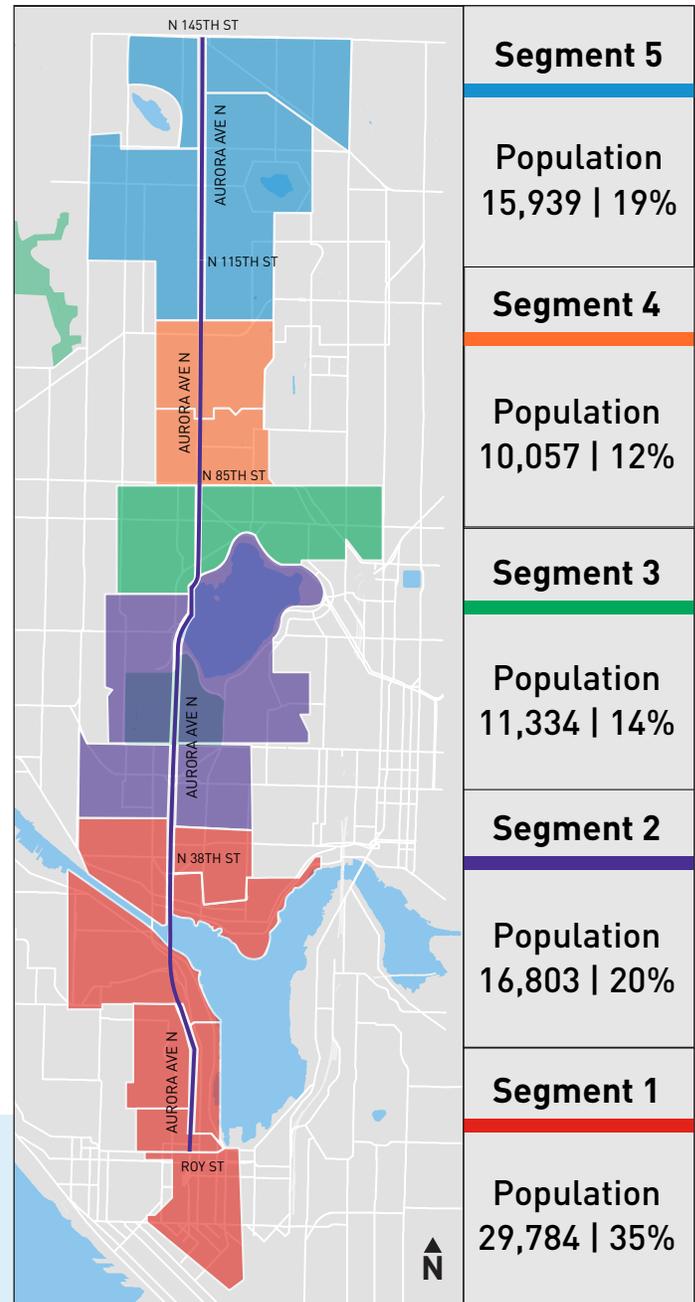
Aurora Ave N/State Route 99 corridor is one of the highest traffic volume streets and offers one of the busiest bus routes within the Seattle city limits. Is critical for freight movement, and offers connections to dense housing, businesses, social services, and employment opportunities. Aurora Avenue 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 Goals

- 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.

Key Findings

We heard the following feedback from people who engaged online and in-person. This feedback is a summary, and more details can be found in our outreach summary report [here](#).

Safety improvements for people walking:

- Increase number of sidewalks and improve the condition of existing sidewalks.
- Add more signalized crosswalks and improve lighting.
- Add physical barrier between pedestrians and the road.

Safety improvements for people biking:

- Add more bike lanes.
- Build a physical separation between bike lanes and the road.

Transit Improvements and Connections:

- Buses should run more frequently and with better east-west connections.
- The maintenance of current bus stops needs to be improved.

Collision reduction:

- High-speed traffic and high traffic volume are considered unsafe through the project area.

Business owner concerns:

- The number of crosswalks and sidewalks need to be increased.
- Street lighting needs to be improved.
- Collisions and speeding as a constant challenge along the corridor.

Crossing locations:

- Include new crosswalks and improvement of the signage existing crossings.
- N 130th St crossing is both one of the busiest and most avoided crosswalks.
- N 125th St, N 46th St, and N 85th St are some of the most avoided crossings due to speeding vehicles nearby and social concerns.

Social concerns:

- Personal safety, crime, sexual workers, and homelessness are the main social concerns that need to be addressed along the project area.

These social concerns were shared with Seattle Police Department and Human Services Department to help inform their ongoing efforts to address these social issues. We will also continue to take these concerns into account as we explore design options for the corridor and its transit services.



Reach and Outreach

Combining online and in-person outreach, we were able to reach more than 59,000 people, through the survey, multicultural media campaign, digital ads, website visits, Peachjar flyer, social media, blog posts, email blasts, and in-person engagement.



Online Tactics:

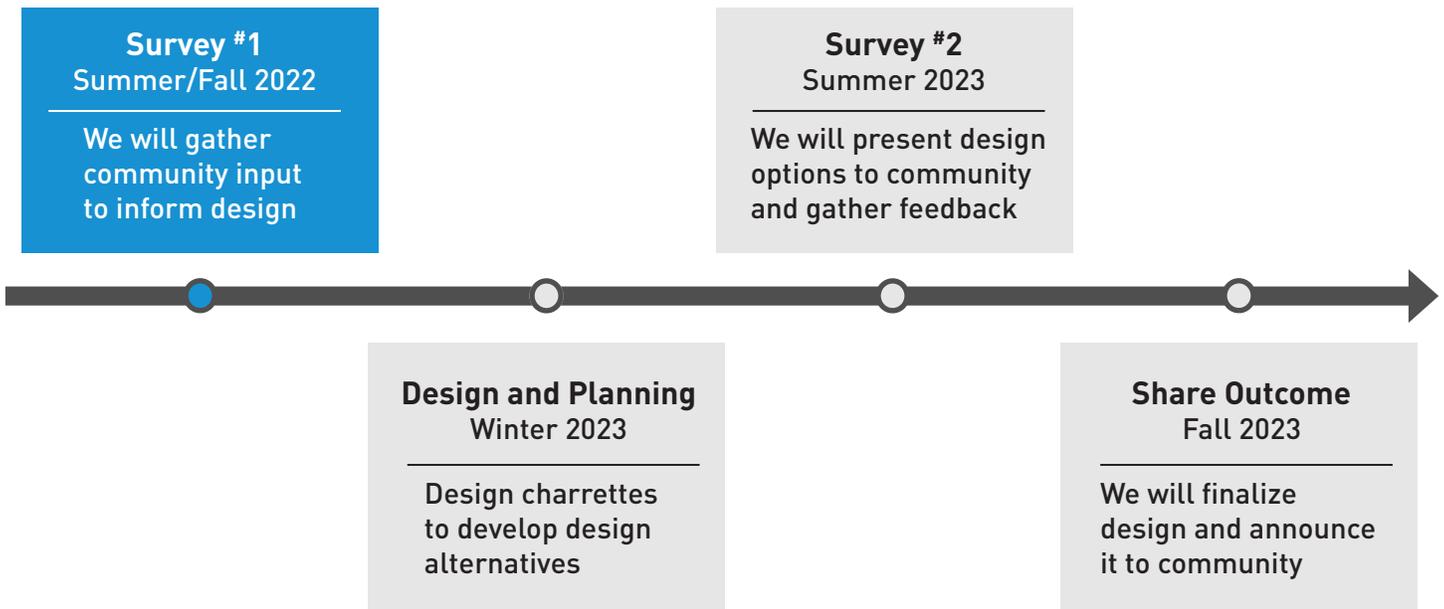
- Survey
- Multicultural Media and Digital Campaign
- Web Updates
- Parental Engagement
- Listserv
- Social Media Posts and Blog Posts

In-Person Tactics:

- Pop-up events
- Door-to-Door Business Outreach
- One-on-one conversations and community group conversations
- Bus signs along the corridor

What's Next

In early 2023, we will be hosting design charrettes to develop the design alternatives. In mid-2023 we will gather feedback from all Aurora Ave travelers around the design alternatives. And, before the end of 2023, we will share the outcome.



Don't miss out!

The comprehensive Aurora Ave Outreach Summary Report can be found [here](#).

The comprehensive Aurora Ave N Safety Planning Survey Findings Report can be found [here](#).

Stay tuned for more information on our [project webpage](#) for how to participate in these opportunities.

Scan the QR code with your camera.

