



Aurora Ave N / SR 99 Corridor Project

Seattle Pedestrian Advisory Board

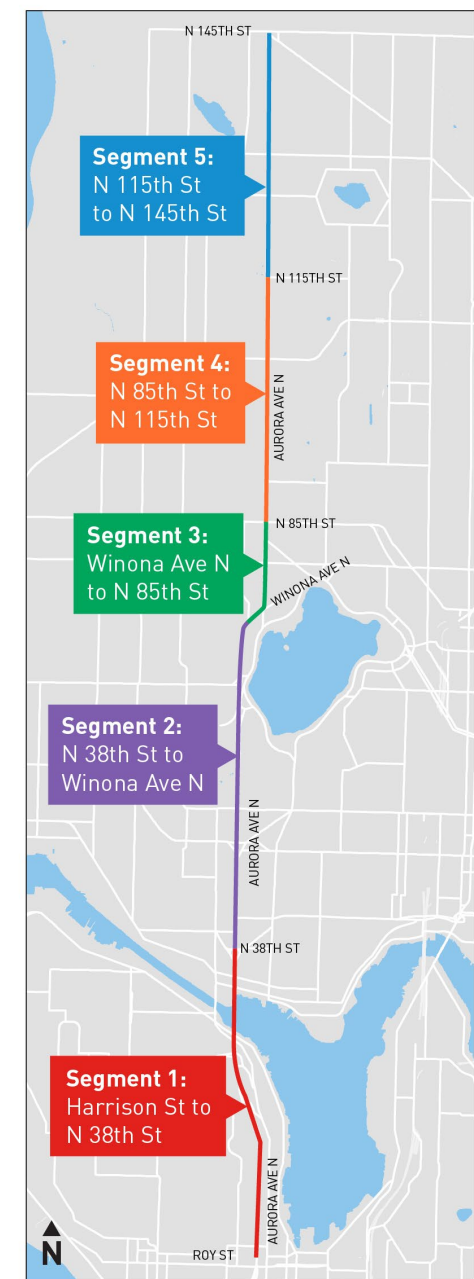
October 11, 2023

Presentation Outline

- Project Background
- Community Engagement Summary
- Near-term Safety Improvements
- Next Steps

Project Overview Refresher

- Joint agency project between SDOT and King County Metro
- Planning study to define long-range vision and concepts for Aurora Ave N with emphasis on safety, mobility, and accessibility
 - Focus on safety for vulnerable users
 - Development of priority spot locations
- Identify potential transit service improvements and connections as well as safety and security upgrades



Issues & Opportunities



Included in Seattle's High Injury Network for traffic collisions



RapidRide E Line is one of the busiest frequent transit routes in the region



High priority for sidewalks and pedestrian crossing upgrades with 30+ blocks of missing sidewalks and long gaps between controlled crossings



No bike facilities on Aurora and few bike connections across Aurora



Designated major truck street with business access needs along 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

Funding Forecast

- Funding Already Secured
 - WSDOT Move Ahead Washington (\$50M): Currently programmed for 2029 or beyond, exploring potential to advance a portion to support pre-construction effort
 - WSDOT Ped/Bike Program (\$1.5M): Supporting planning study and near-term spot improvement design
 - Vision Zero Program (\$2M): Used to support planning phase and implementation of near-term improvements
- Grant Opportunities on Horizon
 - USDOT Neighborhood Access & Equity (\$12-\$15M): Application submitted to support further planning, preliminary design, and environmental permitting
 - PSRC Equity Formula Distribution Funds (\$1.5M): Earmarked for SDOT but providing justification for why Aurora Ave N / SR 99 Corridor Project is best fit

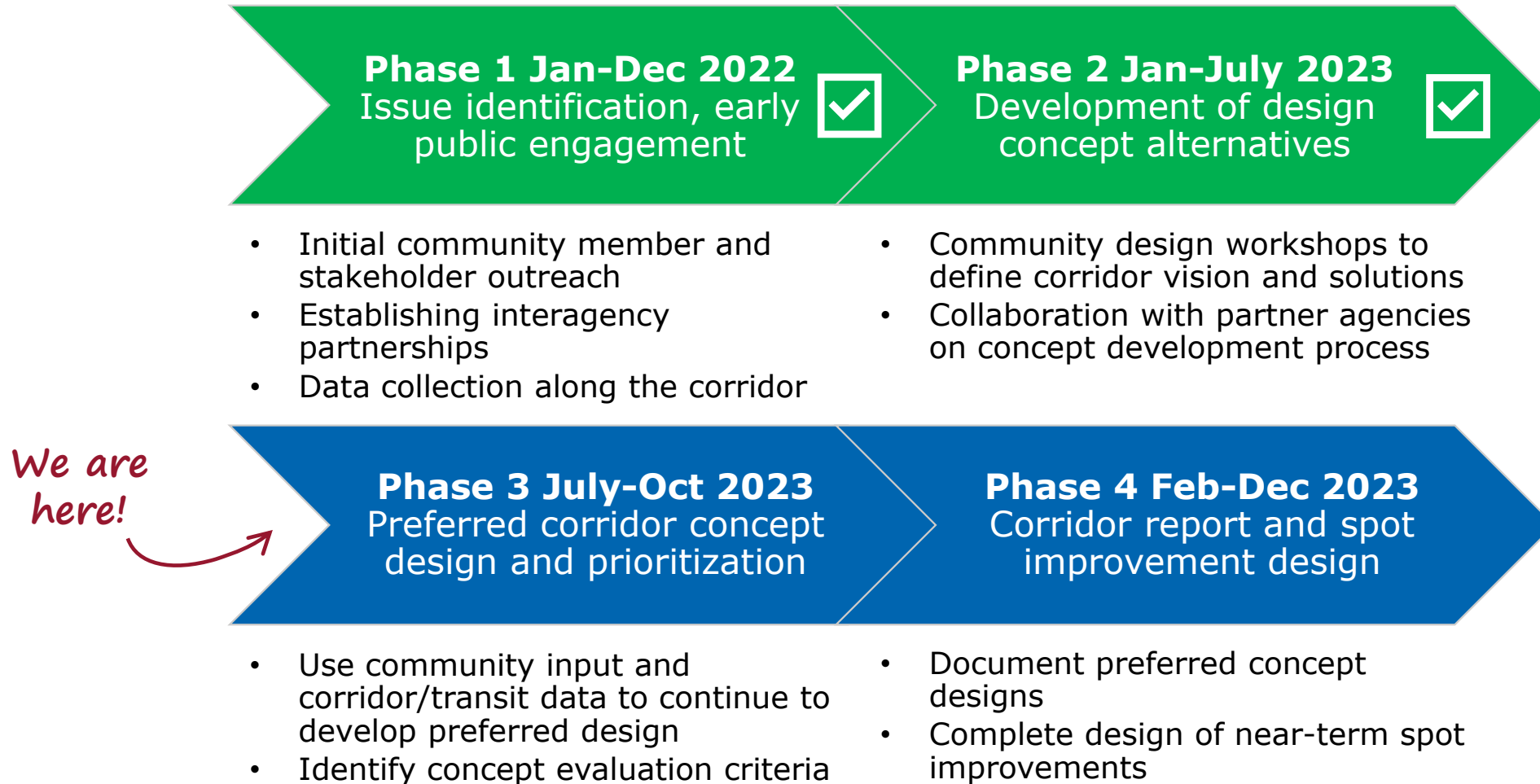


Key Partners & Interagency Team

- Key Partners
 - WSDOT
 - Seattle Public Utilities
 - Office of Planning & Community Development
- Interagency Team
 - Department of Neighborhoods
 - Seattle City Light
 - Parks & Recreation
 - Port of Seattle
 - Human Services Department
 - Seattle Public Schools
 - Seattle Police Department
 - City of Shoreline
 - City of Edmonds
 - Community Transit



Project Phasing & Schedule



Community Engagement Summary

■ Phase 1:

- 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

■ Phase 2:

- 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

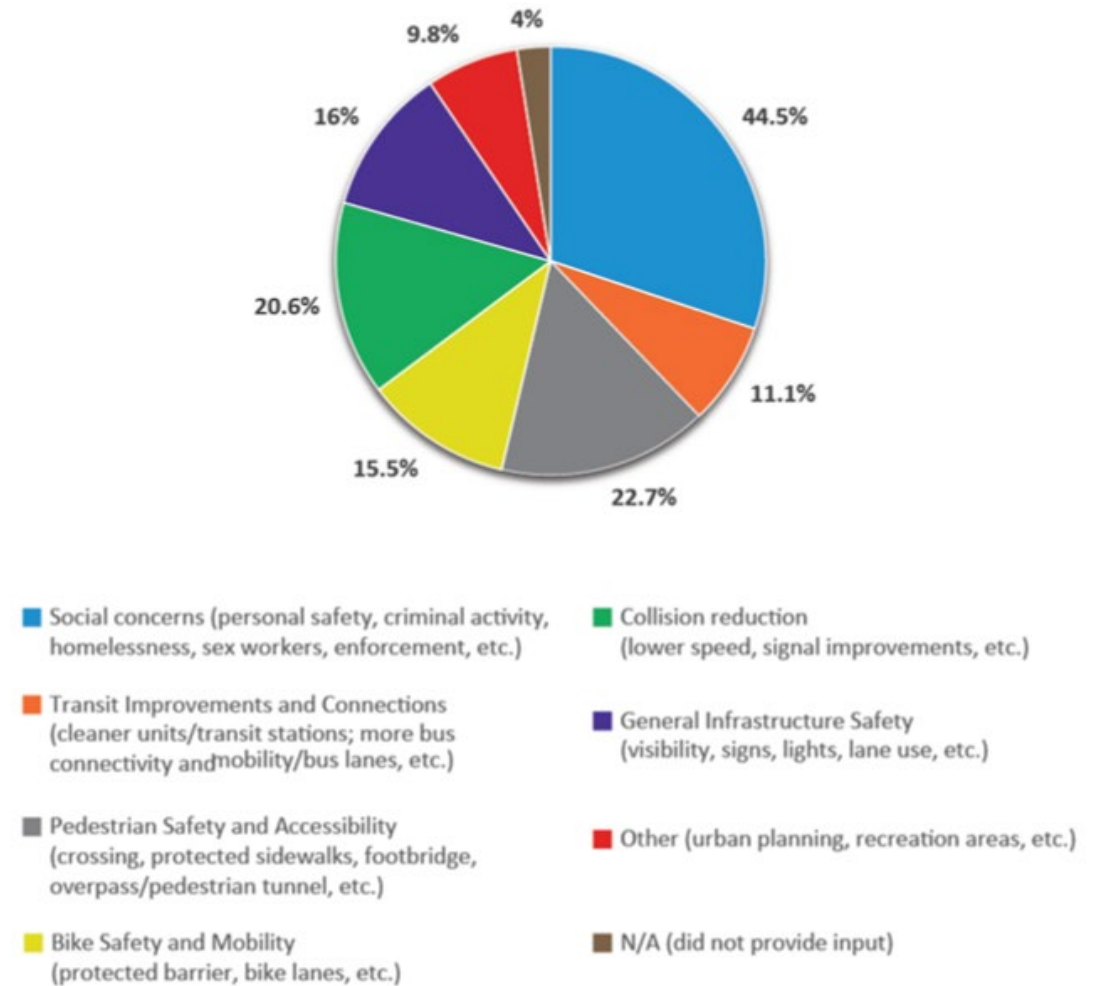


What We Heard (Ph 1)

■ Improvement Priorities

- **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
- **General Infrastructure:** Improved visibility, lighting, and signage

What other safety improvements or changes would you like to see along the Aurora Ave N/State Route 99 corridor that are not mentioned above?



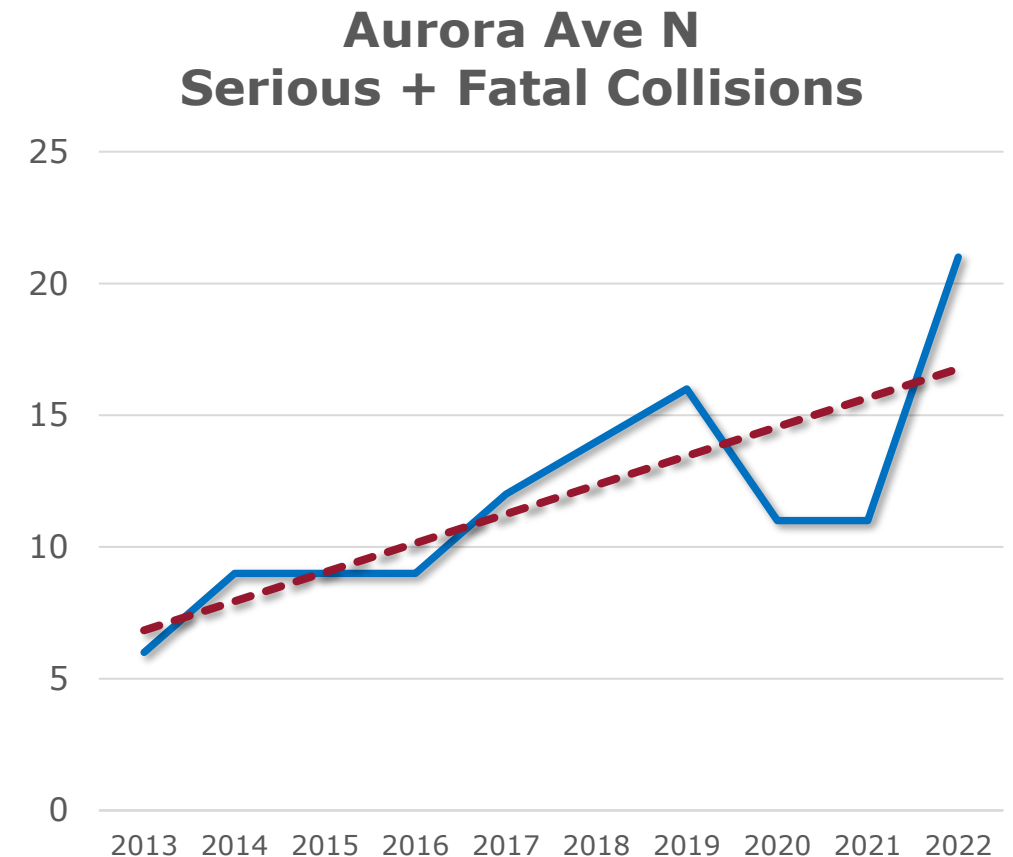
What We Heard (Ph 2)

- **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



Near-Term Safety Improvements

- Urgent need to respond to safety and collision patterns
- Coordinated with corridor planning process currently underway
- Demonstrates commitment to improving safety along a high-crash corridor
- Near-term projects funded with additional \$1M in SDOT's Vision Zero Program funds for the corridor



Planned Treatments

- **2023 Implementation**
 - 'No Turn on Red' restrictions at most signalized intersections
 - Widened crosswalks at all marked pedestrian crossings
- **2024 Implementation**
 - New pedestrian crossing signal with left turn restrictions at N 137th St
 - Hardened centerlines at all intersections without protected left turns
 - Left turn restrictions and center medians at N 103rd St, N 128th St, and N 143rd St



Next Steps

- Facilitate workshops with WSDOT staff to develop conceptual alternatives and confirm evaluation criteria
- Conduct analysis and traffic sensitivity modeling to evaluate alternatives
- Solicit input from stakeholders and broader community on concept alternatives
- Continue to partner with WSDOT on near-term safety improvements
- Develop an environmental permitting strategy and continue to pursue funding opportunities





Thank you!

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