

# Answers to Common Concerns

## Pedestrian Safety Features

- New signalized crossings at N. 152<sup>nd</sup> and N. 165<sup>th</sup> Streets
- Amenity zone and curb separates pedestrians from vehicles
- Pedestrian scale lighting
- Defined driveways in the amenity zone are ADA compliant
- ADA ramps, audible signals and wheel chair detectors
- Improved bus zones

## Water quality

- The project meets or exceeds all State, County and City stormwater regulations for water quality.
- The project decreases pollution-generating impervious surface by adding a landscaped median and street trees.
- There will be water quality treatment facilities for the remaining pollution-generating impervious surface including oil/water separators at 145<sup>th</sup> and 155<sup>th</sup>.
- To protect from erosion, there will be detention facilities for all basins.
- Shoreline has plans for basin-wide improvements throughout the City.

## Next steps...

- The National Environmental Protection Act (NEPA) Finding Of No Significant Impacts (FONSI) should be issued in January 2003.
- Staff will continue meeting with business and property owners to develop the details of the final design.
- Final design will be complete in 2003.
- Right-of-way acquisition will begin in 2003.
- Staff will meet with partner and funding agencies to develop a detailed construction schedule.

## Estimated Cost of Aurora 145th - 165th

Construction:	\$11.4 million
Right-of-Way:	\$2.1 million
Design:	\$1.7 million
Construction Mgt.:	\$1.1 million
Contingency:	\$3.2 million
Total estimated cost in 2002 dollars:	\$19.6 million

\*The portion of utility undergrounding cost paid for by Seattle City Light is not included in this estimate.

The Aurora Ave. N. 145<sup>th</sup> to 165<sup>th</sup> Streets Project is fully funded with a series of federal, state, county and local grants plus money the City of Shoreline has set aside for the matching portions of those grants.

The City of Shoreline anticipates that future improvements to the other two miles of Aurora in Shoreline will be funded in the same fashion. This type of project is very competitive in receiving grants because Aurora is an important but aging regional transportation corridor that needs safety improvements. There are no plans to pay for future improvements through bonds, tax increases or other local debt.

## want more info?

### Give us a call

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### Write us a letter

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### Pick up a fact sheet

City Hall Annex  
1110 North 175th Street, Suite 107  
Shoreline, WA 98133

Fact sheets are also on our Web site

### Fact sheets available:

Project benefits  
Project funding  
Cultural resources  
Pedestrian safety and access benefits  
Traffic improvements  
Median width  
Street trees and landscaping  
Comparing SR-99: City of Shoreline vs. Snohomish County  
Right-of-way acquisition  
Fact sheets on the benefits of urban landscaping provided by the University of Washington Center for Urban Horticulture

### Visit Our Web Site

<http://www.cityofshoreline.com/cityhall/projects/aurora/index.cfm>

### Alternate Formats

If you need this newsletter in an accessible format, please call Communications Specialist Susan Will at (206) 546-8323.



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# AURORA CORRIDOR SHORELINE



December 2002  
Volume 7

## Moving Forward

### Council selects a design

"Aurora is not just the largest street in Shoreline, it is the center of our City," says Shoreline Mayor Scott Jepsen. "Improving it will have long-lasting, positive impacts for the entire community."

At its Dec. 9 meeting, the Shoreline City Council selected "Modified Alternative A" as the design for the Aurora Corridor Project from N. 145<sup>th</sup> to 165<sup>th</sup> Streets.

"The adopted plan is a good compromise that balances the needs of businesses, safety, regional transportation, local access, cost, economic development and visual enhancement. It is a project we can all be proud of and that will provide major benefits to our community," says Mayor Jepsen.

"Now that this decision has been made, we need to put our past disagreements behind us and move ahead to build the project with the least disruption to businesses and traffic as possible."

Enhancing safety for both pedestrians and motorists is one of the driving forces behind the City's plans to improve Aurora Ave. N. (State Route 99). Other goals include improving traffic flow, supporting existing businesses while improving economic development potential, enhancing the livability of adjacent neighborhoods and

supporting the community goals and vision for this corridor.

While the City has a vision to improve the entire three miles of Aurora, its current project is for the first mile between N. 145<sup>th</sup> and 165<sup>th</sup> Streets.

"Improving Aurora has been one of the main focuses of our community since before incorporation," says Mayor Jepsen. "As we move forward, we have constantly included ways to minimize the impacts to surrounding property and business owners while achieving the goals of the project."

Three alternatives were analyzed and considered in the Draft Environmental Impact Statement (DEIS) for the funded project from N. 145<sup>th</sup> to 165<sup>th</sup> Streets: a "no action" alternative and two "build" alternatives. The "build" alternatives both included features such as curbs, gutters, sidewalks, landscaped medians and upgrades of storm water facilities.

Modified Alternative A includes three travel lanes in each direction, one of which is a business access/transit lane; a continuous seven-foot sidewalk with an adjacent four-foot amenity zone and six-inch curb; and a raised center median with left-and U-turn pockets. The alternative includes seven northbound and seven southbound turn pockets on the average of every 750 feet.

See **Design** on next page

## Council selects a design *continued from cover*

Where there are parking or building issues on bordering properties such as Shay's, CarePlus and Seattle Ski, the modified plan reduces the amenity zone and sidewalk widths to accommodate specific needs.

"Staff did a good job of modifying the design concept to address concerns expressed during the environmental process. The alternative meets more of the needs of the community," says Mayor Jepsen. "This is what the Council envisioned when it said to be flexible in the design to accommodate specific circumstances."

The design features of the "build" alternatives studied in the DEIS were developed during the Aurora Corridor Multi-modal Pre-design Study. The Pre-design Study was an extensive public process that included three public meetings plus participation from a Citizen Advisory Task Force made up of representatives from the business community, neighborhoods and transit users. There was also an inter-agency team that included public sector stakeholders.

These groups recommended a preferred design concept very similar to Alternative A that was unani-

mously endorsed by the Shoreline City Council in 1999. The final recommendation included a set of implementation principles called the "32 Points" established to address issues and concerns raised during the pre-design study.

Besides the "32 Points," Modified Alternative A includes an additional list of mitigation measures to be incorporated into the project design and construction. These include additional money for storm drainage and electrical hookups for adjacent properties to tie into the underground utilities. The City will also develop a plan to reduce the impacts of construction as much as possible by using special signage, maintaining business access at all times and maintaining traffic flow.

"We received so many valuable

comments from Shoreline citizens during this process," Shoreline City Manager Steve Burkett says. "About 40 people testified at the DEIS public hearing, and more than 70 people submitted written comments. In the Final Environmental Impact Statement (FEIS) we respond to over 1,000 comments."

Some of the comments could not be incorporated into the design because of engineering standards, cost or safety concerns. One of the suggestions that could not be included was to eliminate the median or retain the center left turn lane.

"WSDOT has repeatedly said that the project cannot be built without a raised center median because of safety standards," says Mayor Jepsen. "Besides the fact that the median was part of the original de-

## AURORA CORRIDOR SHORELINE



sign concept developed by the community, WSDOT has design authority over Aurora and we have to follow their guidelines."

All comments the City received are listed and addressed in the Final Environmental Impact Statement (FEIS). Copies of the FEIS are available for purchase in the City Clerk's Office at City Hall, 17544 Midvale Ave. N. for \$15 for a hard copy or \$3 for a CD. Copies are also available for review at the City Clerk's Office; Richmond Beach Library, 2402 NW 195th Pl.; Shoreline Library, 342 NE 175th St.; FHWA Washington Division Office, 711 S. Capitol Way, Ste. 501, Olym-

pia, contact Elizabeth Healy (360) 753-8655; and WSDOT Northwest Region Office, 15700 Dayton Ave. N., contact Ben Brown (206) 440-4528.

For more information about the Aurora Corridor Project, call Project Manager Kirk McKinley at (206) 546-3901 or see the Aurora Corridor link under "Projects and Programs" on the City of Shoreline's Web site, [www.cityofshoreline.com](http://www.cityofshoreline.com). Those interested in receiving email updates on the project can subscribe to the Aurora Corridor Project email list on the Web site.

# Answers to Common Concerns

### Medians

Washington State Department of Transportation (WSDOT) design policies require medians to meet current safety standards.

- Businesses are already impacted by queuing traffic which will get worse over time.

Medians with left and U-turn pockets provide safer, im-

proved access for businesses.

- Improved mobility, safety and aesthetics will help protect private property investment.

### Project width

The proposed cross section typically fits within the existing 110-foot right-of-way.

Lane widths are subject to WSDOT safety standards.

Median widths are dictated by left turn lane and U-turn requirements.

Sidewalk and planters buffer pedestrians from traffic and provide a zone for utilities, street lights and driveways.

### Sidewalks

The 7-foot sidewalks are one foot smaller than required by City code.

The 7-foot sidewalks provide pedestrian safety and comfort.

With the driveway ramps in the amenity zone, sidewalks are ADA accessible.

- The 4-foot amenity zone for

light poles, fire hydrants, utility vaults, etc., increases safety by buffering pedestrians from traffic.

This configuration allows buildings with zero setback (as opposed to the current 10-foot setback). This allows new buildings to be built at the back edge of the sidewalk which means better use of property.

### Tax revenue

The City will need to acquire a total of approximately 2/3 of an acre of property to build the Aurora Corridor Project N. 145<sup>th</sup> to 165<sup>th</sup> Streets. The estimated yearly tax loss is \$868.

Improved mobility, safety and aesthetics for the Aurora project will be a catalyst for increased business and will increase sales and property tax revenues in the future.

### Neighborhood traffic

Project improvements help reduce neighborhood traffic by improving capacity on Aurora.

Two new traffic signals enable direct left turns from neighborhoods.

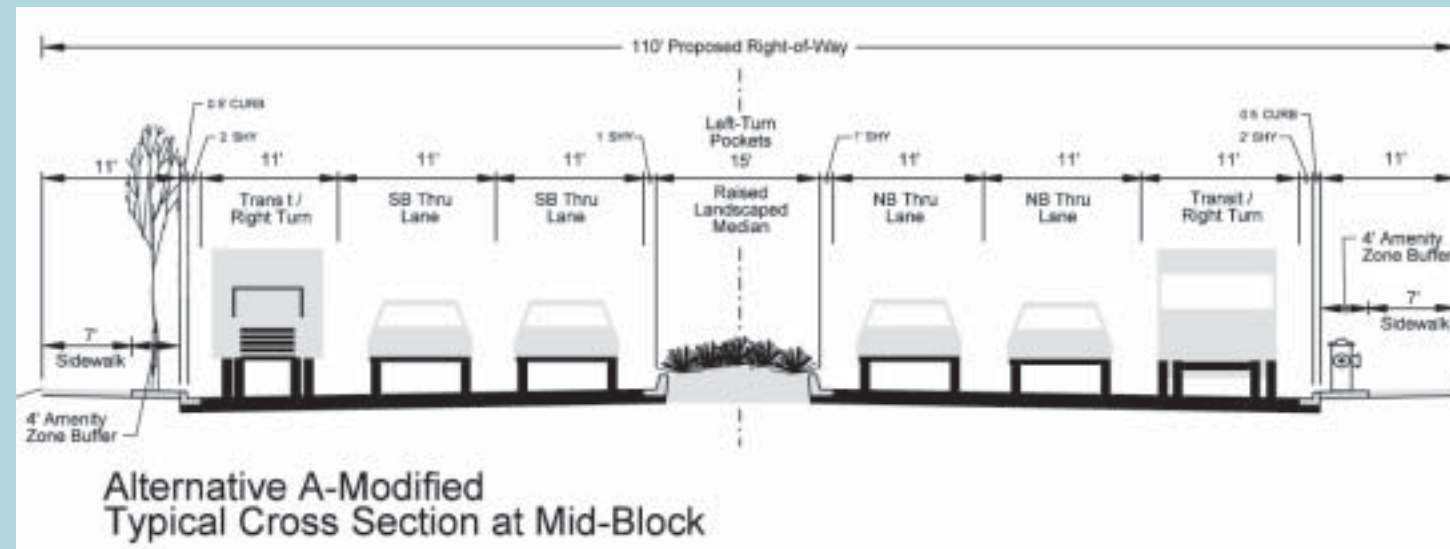
The Aurora Neighborhood Traffic Management Program will take baseline traffic counts and monitor traffic during and after construction. Traffic devices to alleviate cut-through traffic will be installed when warranted.

See **Answers** on next page

### Features of Alternative A – Modified

- Federal, state, regional and county funding for the first two miles of Aurora equals \$33.25 million. The estimated cost for the first mile in 2002 dollars is \$19.6 million which includes \$3.2 million contingency (the portion of utility undergrounding cost paid for by Seattle City Light is not included in this estimate). The remaining funds will be used for improvements to the other portions of Aurora.
- 7-foot sidewalks
- 4-foot amenity zone
- Business Access/Transit (BAT) lanes
- Street and pedestrian level lighting
- Underground utilities
- Landscaping
- Stormwater facilities and water quality treatment meet or exceed City, County and State requirements
- 750-foot average spacing for left/U-turns within raised medians
- New traffic signal/pedestrian crossings at 152<sup>nd</sup> and 165<sup>th</sup>
- Interim width sidewalks at three locations to avoid impacts to buildings
- Bus zone enhancements
- Two options for the east leg of 160<sup>th</sup>
- Reduced length of improvements to side streets

## Aurora Corridor Project N. 145th to 165th Streets



### Overall Benefits

- Improved vehicular and pedestrian safety
- Improved pedestrian access
- Provides greater access for disabled
- Protects neighborhoods from cut-through traffic
- Enhances streetscape and security
- Increases transit speed and reliability
- Increases transit passengers' comfort and safety at stops
- Increases property values
- Boosts economic investment
- Improves stormwater quality
- Increases vehicular capacity
- Improves traffic flow
- Accommodates growth
- Improves nighttime visibility and safety

