

want more
info?



AURORA CORRIDOR SHORELINE

July 2002
Volume 6

Give us a call

Kirk McKinley
Aurora Corridor Project Manager
(206) 546-3901
TTY: (206) 546-0457

Write us a letter

City of Shoreline
Aurora Corridor Project
17544 Midvale Ave. N.
Shoreline, WA 98133

Send an e-mail

kmckinle@ci.shoreline.wa.us

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.

Draft EIS/EA Public Comment

At the July 8 City Council meeting, City Manager Steve Burkett announced that the Draft Environmental Impact Statement/Environmental Assessment (DEIS/EA) for the Aurora Corridor Project, N. 145th to 165th Streets, will be available for public review and comments from July 10 to Aug. 16.

The DEIS/EA studies three alternatives for the project: one "no action" alternative and two "build" alternatives.

Some of the proposed elements studied in the document include business access/transit lanes,

curbs, gutters and sidewalks, and traffic safety medians with U-turn and left-turn pockets. Other elements studied include consolidating driveway access points, upgrading storm water facilities, undergrounding overhead utility lines and installing traffic signals, pedestrian safety facilities and landscaping.

"There has been a lot of discussion in the community about this project and now we have more clearly defined information for people to respond to," says Shoreline Mayor Scott Jepsen. "It's important that people take the time to submit their comments so Council can consider them when we select

See **Public Comment** inside

Key Dates

Tuesday, Aug. 6 Public Hearing

Shoreline Conference Center
Shoreline Room
18560 First Ave. NE
Open House: 5:30 p.m.
Public Hearing 7:00 p.m.

Friday, Aug. 16 Comment Deadline

Written comments due by 5:00 p.m. to:
Aurora Corridor Responsible
SEPA Official
City of Shoreline
17544 Midvale Ave. N.
Shoreline, WA 98133-4921



Aurora Corridor Project
17544 Midvale Avenue North
Shoreline, WA 98133

PRSR STD
US Postage
PAID
Seattle, WA
Permit No. 6651

ECRWSS
POSTAL CUSTOMER

Aurora Corridor Project

The Aurora Corridor Project is the City of Shoreline's proposal to redesign and redevelop approximately one mile of Aurora Ave. N (State Route 99) in Shoreline from the vicinity of N. 145th St. to the vicinity of N. 165th St.

Improving safety for both pedestrians and motorists is one of the driving forces behind the project. Other goals are improving traffic flow, improving economic development potential, enhancing the livability of adjacent neighborhoods and supporting the goals and vision for this corridor that the community has expressed since before incorporation.

The recommended design ideas developed during the Aurora

Corridor Multi-modal Pre-design Study, and unanimously endorsed by the Shoreline City Council in 1999, are being considered as part of the alternatives evaluated in the recently released Draft Environmental Impact Statement/Environmental Assessment.

The pre-design process included participation from a Citizen Advisory Task Force made up of representatives from the business community, neighborhoods and transit users, and an inter-agency team that included public sector stakeholders. Additional ideas have been considered through meetings with business and property owners along the project limits.

Comparing Highway 99 Construction Projects

One of the top questions for a large project such as the Aurora Corridor is, "How much will it cost?" The City of Shoreline's draft Capital Improvement Program (CIP) for 2003-2008 allocates \$26.8 million for the 145th to 165th project over the next six years, but more explanation is needed.

While cost is not one of the elements studied in the environmental review process, it is something the City Council will take into consideration when making decisions as the design is refined.

Because the first mile of the Aurora Corridor Project (N. 145th to 165th

Streets) is at a very preliminary level of design and a preferred alternative has not been selected, the amount in the CIP is a rough estimate including \$7.5 million built in for contingency, uncertainty and risk.

"The City is committed to this project and wants to be sure to program a very conservative figure into the budget so that unknowns can be covered," explains Project Manager Kirk McKinley. "At this point, we do not want to be in a position of underestimating what it might cost and coming up short in the budget. The actual cost, barring major unforeseen problems, will likely be lower than the CIP amount."

One way to get a closer read on what Shoreline's Aurora Corridor Project is likely to cost is to compare it with other Highway 99 projects that have been completed or are underway in the region.

None of these projects are exactly the same: they are all trying to accomplish different things, have to address different local conditions and are at varying levels of completion. The chart below compares these projects by converting each project's final or estimated cost into 2002 dollars per mile, and by identifying project features.

Each feature that adds a benefit

to the community by improving the roadway adds a corresponding capital cost to the project. What the graphic cannot show is the extent of the cost differences for each feature in each jurisdiction. For example, one project may need to build more retaining walls, acquire more right-of-way or develop more elaborate storm water management facilities. There is also some variation in the function and number of lanes – Tukwila, for example, is a five-lane roadway with only half the amount of traffic.

A good example is that the cost of undergrounding utilities can vary significantly depending on the franchise agreements with the utility companies. Des Moines, Federal Way and SeaTac have agreements with Puget Sound Energy to share the cost of undergrounding utilities. Tukwila and Shoreline work with Seattle City Light which has not agreed to share the cost of undergrounding. This significantly increases the cost.

"The graphic attempts to compare apples to apples but even it cannot show the whole picture. Each project and the local conditions are so unique that it is hard to have a fair comparison," says McKinley. "Once the City Council selects a preferred alternative and the project moves closer to final design, we will be able to eliminate some of the uncertainties surrounding our project which will decrease the amount set aside for contingencies, risks and uncertainties. Then we will begin to see a more certain estimate for Shoreline's Aurora Corridor Project."



Both "build" alternatives studied in the Aurora Corridor DEIS include two through-lanes and a BAT lane in each direction. BAT stands for Business Access and Transit and refers to the outside lane designated specifically for use by buses as well as vehicles entering and exiting businesses.

What are BAT lanes?

These lanes are also used for right turns at intersections. BAT lanes are a popular roadway feature because they improve traffic flow and make riding buses more attractive. With a BAT lane, traffic in the through lanes is not interrupted by buses and other vehicles pulling into and out of the traffic flow. The BAT lanes also allow vehicles a place to slow down as they make right turns into and out of businesses. This makes customer access safer and keeps traffic moving.

The BAT lane also keeps buses moving by minimizing the delays caused by waiting to pull back into traffic. Quicker bus service attracts more riders which also improves mobility for people.

Comparison on Highway 99 Construction Projects Features and Costs

*Denotes projects still in the design phase and costs are estimates rather than from construction bids

	Shoreline*	Des Moines*	Federal Way*	Federal Way*	SeaTac	SeaTac	SeaTac	Tukwila*	Lynnwood	Lynnwood	Lynnwood*
	Phase 1 of 3	Phase 1 of 1	Phase 1 of 2	Phase 2 of 2	Phase 1 of 4	Phase 2 of 4	Phase 3 of 4	Phase 1 of 2	Phase 1 of 3	Phase 2 of 3	Phase 3 of 3
Traffic capacity improvements											
Transit features											
Access safety improvements											
Pedestrian amenities & crossings											
Landscaping											
Urban design/aesthetic improvements											
Utility undergrounding											
Water quality/ESA											
Illumination											
Intelligent transportation systems											
Project cost per mile in 2002 dollars	\$21,193,120	\$16,469,091	\$11,649,000	\$13,296,000	\$7,101,000	\$8,297,000	\$11,804,000	\$10,275,000	\$4,380,000	\$5,624,000	\$4,947,000
Without utility underground, illum & contingency	\$8,407,000	\$14,001,000	\$10,566,000	\$11,675,000	\$6,494,000	\$7,482,000	\$10,788,000	\$7,959,000	\$4,380,000	\$5,458,000	\$4,772,000

Public Comment *continued*

a preferred alternative later this year."

The DEIS/EA is available for review at the City of Shoreline City Clerk's office, Shoreline Police Neighborhood Centers, both local libraries, the FHWA Washington Division office in Olympia and the WSDOT Northwest Region office in Shoreline. Copies of the DEIS/EA are available for purchase (\$12) from the City of Shoreline, Clerk's Office, 17544 Midvale Ave. N., Shoreline.

The Shoreline Planning Commission will host an Open House and Public Hearing on Tuesday, Aug. 6 in the Shoreline Room of the Shoreline Conference Center (18560 First Ave. NE). The Open House begins at 5:30 p.m. and the Public Hearing begins at 7:00 p.m. To provide an opportunity for everyone to testify, oral comments will be limited to three minutes for individuals and five minutes for an organization.

A Korean interpreter will be available at the open house and hearing as well as a court reporter to record comments. Any person requiring a disability accommodation

should contact the Shoreline City Clerk's Office at (206) 546-8919 in advance for more information.

Written testimony may also be submitted during and after the hearing. All testimony given at this hearing and written comments received by 5:00 p.m. on Aug. 16, 2002, will be included in the record of public comments. Written comments may be submitted to: Aurora Corridor Responsible SEPA Official, City of Shoreline, 17544 Midvale Ave. N., Shoreline, WA 98133-4921.

Once the comment period closes, responses to all comments will be developed. After reviewing the testimony, comments and responses, the City Council will develop a preferred alternative for the Final EIS. The preferred alternative may require additional environmental analysis which will also be included in the Final EIS along with copies of all correspondence, verbatim transcripts from the hearing and responses to the comments. The Federal Highway Administration will prepare a document finalizing the federal action.