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AURORA CORRIDOR SHORELINE



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Volume 3

Give us a call

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Write us a letter

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Send an e-mail

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Pick up a fact sheet

City Hall Annex
1110 North 175th Street, Suite 107
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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 are also available.

Korean translation

If you or someone you know would like a Korean translation of this newsletter, please call Justin D. Lee at (206) 546-2799.

한국어 설명이 필요
하시면 (206) 546-2799 으로 전화
주십시오.

En Español

Si, gustaria mas informacion tocante este periodico o algun articulo dentre este periodico, favor de llamar al telefono numero (206) 546-2519.

On Aug. 2, the City of Shoreline began accepting comments on the Scope of the Environmental review of the Aurora Corridor Project (N. 145th St. to N. 165th St.). The City will now begin preparing a State Environmental Policy Act (SEPA) Environmental Impact Statement (EIS) for this project.

and have them addressed in an official City document. It helps us ensure that everyone has ample opportunity to comment on the project and know that those comments are on the record."

The Aurora Corridor Project will be subject to both state and federal environmental review procedures. The City of Shoreline is completing an EIS to comply with SEPA and an Environmental Assessment (EA) for the National Environmental Policy Act (NEPA). The EA is a change from the Categorical Exclusion (CE) which was originally planned for this portion of the Aurora Corridor. The primary difference between the two is that under an EA Shoreline will provide more detailed information about potential adverse impacts.

The goal of the Aurora Corridor Project is to enhance the safety of pedestrians and motorists and improve the economic development potential of the business district while recognizing the regional importance of the street in the overall transportation network. To reach this goal, three alternatives are to be considered in the EIS:

1. No Action: This alternative will evaluate the impacts if no project is built.

2. Alternative A: This alternative will evaluate the impacts of the project as designed in the plan prepared by CH2MHILL, dated April 2001 and

See [Environmental Process](#) on next page

We're moving forward

Environmental Process begins for N. 145th to N. 165th

"Although the City is confident that the proposed improvements to Aurora will not have significant adverse environmental impacts, we also believe that a SEPA Environmental Impact Statement is the best way to thoroughly examine all the issues surrounding the project," explains Shoreline City Manager Steve Burkett. "This is one of the largest projects the City of Shoreline is likely to pursue in the coming years and we want to use a process that will carefully address all concerns."

The first step in preparing an EIS is determining the scope. The public and interested agencies are invited to submit written comments on issues that should be addressed in the EIS including alternatives, mitigation measures, probable significant adverse impacts and licenses or other approvals that may be required.

"While the City Council has heard a lot of support for the project, we have also heard some questions and concerns," says Shoreline Mayor Scott Jepsen. "The EIS gives the community another opportunity to voice those questions and concerns



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Aurora Corridor Environmental Process for 145th to 165th

Aug. 2, 2001	Scoping period begins
Aug. 24, 2001	Scoping period closes at 5:00 p.m.
November 2001	City of Shoreline releases Draft Environmental Impact Statement (DEIS)
January 2002	Public hearing on DEIS
February 2002	Final EIS released

Environmental process continued from first page

titled "Aurora Avenue North Multimodal Corridor, WSDOT Northwest Region Channelization Plan" including 12-foot sidewalks.

3. Alternative B: This alternative will evaluate the impacts of the project if the project were modified to reduce the sidewalks to seven feet and to provide additional access and circulation to abutting property owners.

Other reasonable alternatives identified during scoping that could feasibly attain the goal of the project, but at a lower environmental cost or decreased level of environmental degradation, may also be considered.

Written comments on the scope of the EIS should be addressed attention of SEPA Responsible Official, Aurora Corridor Project 145th to 165th, Planning and Development Services, City of Shoreline, 17544 Midvale Ave. N., Shoreline, WA 98133-4921. Comments must be received by 5:00 p.m. on Friday, Aug. 24, 2001.

The Draft EIS is expected to be available late November 2001, and the public hearing for the DEIS is tentatively scheduled for early January 2002. Written comments on the DEIS will be accepted at that time as well as oral testimony at the public hearing. These comments will be addressed in the Final EIS which is expected to be complete by late February 2002.

For more information about this project, please contact Community and Government Relations Manager Joyce Nichols at (206) 546-2622.

Frequently asked questions about the Aurora Corridor Project

The Aurora Corridor Project is the City of Shoreline's most significant project now underway. It is significant not only in scope and size, but in its potential for improving quality of life and community identity in the City of Shoreline. Because it is such a major project, it is important to the City of Shoreline that you know the facts about what is planned for the Aurora corridor. Following are answers to some of the most frequently asked questions about the Aurora Corridor Project.

What is the Aurora Corridor Project?

- The Aurora Corridor Project is the City of Shoreline's plan to redesign and redevelop the three miles of Aurora Avenue North (State Route 99) that run through Shoreline.

- This project will improve the safety, traffic flow and capacity, transit operations, drainage systems, economic development and aesthetic appeal of Aurora, creating a "main street" of which the community can be proud.

Why is the Aurora Corridor Project necessary?

- According to the Washington State Department of Transportation, Shoreline's three-mile section of Aurora is one of the most dangerous stretches of road in the entire state – both for pedestrians and vehicles. Between 1992 and 1996, 42 pedestrians were struck by vehicles on Aurora within Shoreline city limits and 38 percent of those accidents were fatal or disabling (compared to the statewide average of 12 to 15 percent). Aurora averages one traffic fatality per year.

- Aurora is also a major transit route with over 4,000 riders per day in Shoreline.

How have the business and residential communities been involved in the process?

- The Aurora Corridor Pre-Design Study was a yearlong public process to develop a design recommendation to the City Council. The process included 13 meetings by the Citizen Advisory Task Force (which consisted of 13 business and residential community members); six Technical Advisory Committee meetings with partner agencies such as the City of Seattle, Washington State Department of Transportation and King County Metro; three community open houses; and eight City Council meetings.

- At the end of the study, the Citizen Advisory Task Force, the Technical Advisory Committee and the City Council each voted unanimously in favor of the current design concept for Aurora.

Why can't Shoreline use the same design for Aurora that was used in Edmonds and Lynnwood?

- Although construction on Aurora in Edmonds and Lynnwood (South Snohomish County) was recently completed, the design was approved by state and federal regulatory agencies several years ago. Under today's regulations, that design would not be approved. New state legislation and new guidelines now require that safety and access management measures (focused left-turn and U-turn lanes) be used on Aurora.

Why are sidewalks necessary when nobody walks on Aurora?

- People do walk on Aurora. During the school year, many students cross Aurora to attend Shorewood High School which is located just a block away. Everyday, hundreds of people walk to bus stops on Aurora – over 4,000 bus riders per day on Shoreline's three-mile stretch. Some of these riders are residents of Shoreline's more than 80 group homes and assisted living facilities and will benefit substantially by having a safe route to bus stops and nearby businesses.

Why does Aurora need 12-foot sidewalks?

- The design concept for Aurora actually includes seven and a half-foot sidewalks with a four-foot amenity zone for landscaping, fire hydrants, directional signs and street lights. Besides allowing space for these amenities, the four-foot zone acts as a safety buffer between pedestrians and traffic.

- Shoreline's Development Code calls for an eight-foot sidewalk with a four-foot amenity zone. It also requires that half of the frontage of new development be built along the back edge of the sidewalk (zero setback). The width of the sidewalk takes into account a "shy zone" of about a foot along the edge of the sidewalk abutting development that pedestrians typically do not use.

- Finally, the design concept is just that: a concept. As the final design is refined, the City is looking at each piece of property individually and will minimize impacts by customizing the design when possible.

Why are medians part of the design?

- State regulations require focused left-turn and U-turn lanes connected by medians along streets such as Aurora. These turn lanes plus a modest pedestrian refuge require 16 feet of space in some areas along the middle of Aurora (not much more than is now used by the left-turn lane). The medians connecting the turn lanes are also 16-feet wide to preserve space in case additional turn lanes are needed in the future. This design also allows for a more consistent traffic channelization and more room for pedestrian refuge areas.

Will taxes be raised to pay for construction and maintenance of Aurora?

- No. Construction is being paid for through state and federal grants and other funding with matching money from the City of Shoreline. These matching City funds are planned for in Shoreline's six-year Capital Improvement Program. These state and federal funds represent Shoreline tax dollars returning to benefit the entire community. Decisions about landscaping and urban design elements take into account what Shoreline expects to be able to afford as part of its operating budget and will be factored into Shoreline's yearly maintenance budget.

