

want more info?

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
주세요.

En Español

Si le gustaria tener mas informacion sobre este folleto o algun articulo dentro de este folleto, favor de llamar al numero (206) 546-2519.

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giving you the facts

The Aurora Corridor Project N. 145th to N. 165th Streets is now in the environmental review phase. The City of Shoreline is preparing a draft Environmental Impact Statement (EIS) to comply with the State Environmental Policy Act. (SEPA) and a draft Environmental Assessment to comply with the National Environmental Policy Act (NEPA).

Because the Aurora Corridor Project is such a significant project, it is important to the City of Shoreline that you know the facts about what is planned. Following are answers to some of the most frequently asked questions about the Aurora Corridor Project.

Are improvements to Aurora expected to move traffic onto residential streets?

• No. The overall goal of the Aurora Corridor Project is to make Aurora work better for traffic, transit, pedestrians and businesses. Many people already say they avoid Aurora because of existing conditions. The current four-lane design will be expanded to six lanes, providing one lane in each direction specifically for bus transit and business access. This will get buses out of the traffic lanes used for

private vehicles and improve traffic flow.

• Further, one of the specific project goals is to provide improvements that will not generate spill over traffic into neighborhoods. The City of Shoreline is committed to preserving and protecting neighborhoods, and has already developed the Neighborhood Traffic Safety Program to help address residential traffic concerns.

How many businesses will be displaced by the Aurora Corridor Project N. 145th St. to N. 165th St.?

• None. The City will be designing around the one building that sits near the property line and within the project footprint. Also, the City Council has approved reducing the sidewalk width from eight feet to seven and a half feet. While six inches on each side may seem insignificant, those six inches make a huge difference in the amount of property the City will have to acquire for the project.

• Property acquisitions will be handled through negotiations based on fair market value and following federal requirements. The City of Shoreline has developed the Aurora Corridor Real Property Acquisition and Re-

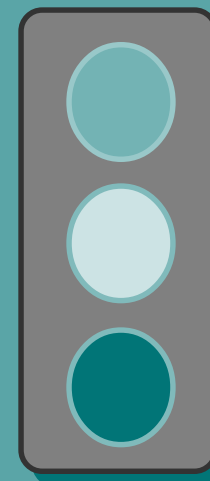
[See FAQs on the next page](#)



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Inside

The real story about
traffic signals on
Aurora Ave. N.

Shedding some light on Aurora traffic signals

A properly placed and operated traffic signal does much more than stop traffic. In fact, traffic signals play an important role in keeping traffic moving at an orderly, continuous rate and providing spacing in traffic for pedestrians or side street traffic to cross. Traffic signals reduce accidents, increase pedestrian safety and allow traffic from the intersecting side street to move onto the larger street.

Currently, there are eight traffic signals along Shoreline's three-mile section of Aurora Ave. N. The City's design concept for Aurora identified four intersections with heavy pedestrian use and a high number of accidents that would benefit from traffic signals.

Since it is a state highway, all new traffic signals for Aurora must be approved by the Washington State Department of Transportation (WSDOT). WSDOT bases its approval on whether or not the intersection meets one or more of the 11 "warrants" or criteria to qualify for a traffic signal.

For example, one of the warrants is a minimum amount of side-street traffic at the intersection. Another warrant relates to the movement and grouping of vehicles. This provides gaps in traffic to allow pedestrians and side street traffic to cross. Some of the other warrants are for heavy pedestrian crossings, school crossings and peak hour traffic.

For the Aurora Corridor Project from N. 145th to 165th Streets, Shoreline requested traffic signals at N. 152nd St. and N. 165th St. and a pedestrian crossing signal at N. 149th St. The pedestrian signal was not approved but both traffic signals were approved by WSDOT.

Many pedestrians cross Aurora at N. 152nd St. and N. 165th St. and both intersections have high accident rates. Besides increasing safety, these signals will provide better access from the side streets, especially by providing left turns onto Aurora where it is difficult (165th) or currently prohibited (152nd). Because this decreases the delays getting onto Aurora, it encourages traffic to use Aurora rather than cutting through neighborhoods. Both intersections met a number of warrants for new signals.

The design concept for Aurora also identified three other locations between N. 165th St. and N. 205th St. for potential pedestrian-only crossings. Since these pedestrian-only signals will probably not meet the criteria, it is unlikely they will be part of the final design.

Frequently asked questions *continued*

location Policy, Procedures and Guidelines. This manual maps out just how the acquisitions will be handled and how the City will help businesses with impacts.

How else is the City working with property and business owners to address impacts?

- During the design of the Aurora Corridor Project N. 145th St. to N. 165th St., the City is meeting with individual property and business owners to discuss and address their specific concerns and, when possible, suggest designs to meet individual needs. One of the biggest changes for many properties will be the instal-

lation of curbs and sidewalks which mean a change in access to each site. To minimize the impacts of these changes the City is working with property owners to locate driveways and adjust the initial width of sidewalks to address critical business needs.

How will the City's plans for the Aurora Corridor Project and Interurban Trail affect tax rates?

- Both the Aurora Corridor Project and Interurban Trail are funded by a series of state and federal grants as well as Shoreline's capital improvement fund. No taxes will be raised to pay for the

operation and maintenance of either set of improvements. These costs will be figured into the City's operations and maintenance budget once the project is complete. In fact, both projects represent federal tax dollars already paid by Shoreline residents being returned to benefit their community.

- Shoreline residents currently pay less property tax (\$14.09 per \$1,000 of assessed value) than residents in unincorporated King County (\$14.30 per \$1,000 of assessed value). The City of Shoreline receives only 10.8 percent of the

property taxes paid by Shoreline residents, with the rest going to Shoreline School District (36.9 percent), State (22.3 percent), King County (11 percent), Fire District (11.9 percent), Library District (4 percent), Port of Seattle (1.4 percent) and King County Emergency Medical (1.7 percent).

- Properties facing Aurora (excluding those in larger commercial developments such as Aurora Square and Aurora Village) represent only 3.7 percent of the assessed value of all Shoreline real estate.

Proposed new traffic signals for Aurora Ave. N.

N. 152nd St.

This is a high-accident intersection used by many pedestrians. What makes it especially bad is the steepness of N. 152nd St. which limits visibility for drivers trying to get onto Aurora. This signal has been approved by WSDOT contingent upon reducing the steepness of 152nd.

N. 165th St.

This is a also high-accident intersection used by many pedestrians. This signal has been approved by WSDOT.

N. 182nd & 195th Streets

These signals are proposed in the design concept because both intersections are high-accident locations used by many pedestrians. While these signals are likely to be included in the design, the City of Shoreline has not begun design on these areas of Aurora. Since there is no design yet, the signals have not been submitted for approval by the WSDOT.

-  Existing
-  Approved
-  Proposed