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AURORA CORRIDOR SHORELINE



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Give us a call

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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

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

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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improving safety

The goals of the Shoreline Aurora Corridor Project are to improve safety, traffic flow and the economic viability of Aurora's commercial area through aesthetic enhancements. Following is the first of a three part series that will look more closely at each of these goals.

The facts: Shoreline's three-mile section of Aurora Avenue is one of the most dangerous stretches of road in the entire state, both for pedestrians and vehicles. According to the Traffic Safety Coalition, Highway 99 has more than five times the number of alcohol-related crashes and nearly eight times the number of crashes compared to any other state highway in King County. In 2000, police reported 425 collisions along this roadway, one of them fatal. More than half of all collisions occurring within the City of Shoreline are along the Aurora Corridor. What's more, according to the Washington State Department of Transportation, between 1992 and 1996, 42 pedestrians were struck by vehicles in the Shoreline section, 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.

Why is Shoreline's section of Aurora so problematic for drivers and pedestrians?

According to Shoreline Police Chief Denise Pentony, it's a combination of road design, speed and driver inattention. "Poor road design contributes to a lack of visibility for turning vehicles, and prevents safe entry and exit of traffic. Left turns across oncoming lanes of traffic or turning into the middle turn lane are major causes of collisions along Aurora," she explained.

With these grim statistics, it's no surprise that one of the driving forces behind the Aurora Corridor Project is the need to improve safety for all users of the roadway. Aurora is five lanes wide with few curbs, gutters, storm drains, sidewalks, pedestrian crossings, amenities or access control. The Aurora Corridor Project will add:

- Improved street lighting and drainage.
- Four new traffic signals that will include pedestrian crossings.
- Business access and transit lanes in each direction to reduce delay, improve transit

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speed and reliability, improve access to businesses and right turn movements from the through lanes.

- Sidewalks and landscaping.
- Transit boarding areas.
- Driveway and access control to reduce accidents and improve operations and capacity.
- A median with protected pockets for left and U-turns.
- A sidewalk separated from the street by a four-foot zone for bus stops, fire hydrants, lights and landscaping. The zone will act as a buffer between pedestrians and traffic.

The changes will be welcomed by Shoreline police. "Creating traffic-controlled left turn

While the Aurora Corridor Project improvements will help protect Shoreline residents in the near future, Shoreline Police are working to improve safety now. In May, the department created a Problem Solving Project designed to reduce the number of accidents on Aurora. The project targeted four major intersections involved in 40 percent of all Shoreline collisions: N. 145th, N. 155th, N. 160th and N. 175th.

The project combines enforcement with driver and pedestrian education and includes work with traffic engineers to design long-term solutions for this dangerous stretch of roadway. The traffic unit, consisting of two motorcycles

and one traffic car, began working the area in May. As of Nov. 1, officers had written 1,349 traffic citations and given 304 verbal warnings. Due to the increased enforcement, collisions at these problem intersections have been reduced by 10 percent from the same period last year.

Chief Pentony has identified a "three 'Es'" approach to improving safety along Aurora: 1) Engineering — better roadway design. 2) Enforcement of traffic laws. 3) Education of drivers and pedestrians.

For more information about Aurora traffic and safety, please call Chief Pentony at (206) 546-6730 or Project Manager Anne Tonella-Howe at (206) 546-6795.

The Washington State Department of Transportation (WSDOT) clarified its position on a variety of aspects of Shoreline's Aurora Corridor Project. Following are a few excerpts from the letter. For a complete copy of the letter, please call Community and Government Relations Manager Joyce Nichols at (206) 546-0779.

WSDOT speaks about the Aurora Corridor Project

WSDOT is a partner with the City on this project. We fully support the project's goals of improving safety and traffic flow along this important state highway. We are also committed to ensuring that the City's

environmental process and design are consistent with current standards.

In fact, (Aurora in Shoreline) is one of the most hazardous stretches of urban arterial highway within the state... In the last five-year period that the corridor was reviewed, 42 pedestrian-vehicle accidents occurred within Shoreline. The percentage of these that were fatal or disabling was over twice the statewide average.

A 4-foot painted median may be an appropriate application for a low volume, high-speed facility with minimal access points. It is not appropriate for Aurora Avenue North through Shoreline. WSDOT will require raised channelization along this segment of highway because of high traffic volumes, large numbers of driveways, and accident history.

Many successful urban roadway designs include street trees. WSDOT is working closely with a number of cities (including Shoreline) to ensure standards are current and that urban roadway design meets aesthetic and safety objectives... WSDOT supports the aesthetic benefits of landscaping within this urban roadway corridor and is committed to implementing appropriate landscape designs.

WSDOT and the City are working closely to determine effective locations for a limited number of new traffic signals. Added enhancements include capacity improvements at intersections and connection of all the corridor signals so they can efficiently operate as one system. The benefits will be visible to both motorists driving from one end of the corridor to the other, as well as community members that may be crossing Aurora Avenue North to and from their residence. Signals also benefit traffic turning from Aurora to local businesses.



AURORA CORRIDOR SHORELINE

Aurora environmental process now underway

Draft documents being reviewed by state and federal agencies

The City of Shoreline is currently working through the environmental process required by the National Environmental Policy Act (NEPA) and State Environmental Policy Act (SEPA) for Aurora Corridor N. 145th to 165th Streets.

Following a scoping period in August, the City of Shoreline prepared a preliminary draft Environmental Impact Statement (DEIS) to comply with SEPA and a preliminary Environmental Assessment (EA) to comply with NEPA. These two requirements are combined in one document which is currently being reviewed by Washington State Department of Transportation and the Federal Highway Administration.

"There is a lot of review by the federal and state agencies during this preliminary period to ensure the document and the public process fully address potential impacts of the project," explains Assistant City Manager Larry Bauman. "Once comments from these agencies are received and incorporated, the DEIS/EA will be published for public comment."

During the DEIS/EA public comment period, individuals and agencies can make written comments, or attend a public hearing hosted by the Shoreline Planning

Commission to make oral comments. The public hearing is expected to be held early 2002.

The availability of the DEIS/EA, the beginning of the comment period and the public hearing date will be advertised in the Shoreline Enterprise and through other City media such as Government Access Channel 21 and the City's Web site, www.cityofshoreline.com.

"As we develop the final EIS/EA, the City will respond to each of the issues raised as part of the public comment process," says Bauman.

The final EIS/EA is expected to be published in early spring.

For more information about the environmental process, call Aurora Project Manager Anne Tonella-Howe at (206) 546-6795.

Aurora Corridor: Today and Tomorrow

Learn more about the Aurora Corridor Project by watching *Aurora Corridor: Today and Tomorrow* on Cable Government Access Channel 21, daily 10 a.m., 4 p.m., 6 p.m. and hourly 11 p.m. to 5 a.m.

Top accident spots along Aurora in 2000

- 52 accidents: 15500 Block
- 35 accidents each: 20500 & 16000 Blocks
- 34 accidents each: 18500 & 17500 Blocks
- 22 accidents each: 14500 & 20000 Blocks

Hot spots for alcohol-related crashes:
N. 175th N. 165th and N. 205th

Source: Shoreline Police Department

lanes gives drivers more visibility and predictability so crossing is safer," Chief Pentony said. "Sidewalks will keep pedestrians safe from vehicles turning into or pulling out of commercial properties along Aurora, and the crosswalks will reduce the number of pedestrians running across Aurora dodging cars."