



COMPARING SR 99: CITY OF SHORELINE VS. SNOHOMISH COUNTY

Since the inception of the Aurora Corridor Project, there has been concern on the part of some of the public over impacts. Some people have looked to the South Snohomish County SR 99 Project and questioned why the City of Shoreline cannot duplicate that design within the Aurora corridor. The answer is two-fold: 1) the Citizen's Advisory Task Force (CATF), as approved by City Council, wanted to develop a design which would more adequately address traffic and pedestrian safety and 2) the City of Shoreline is bound by legislation and new regulations to which the South Snohomish County SR 99 Project was not subject.

The CATF and the public agree that safety is a priority issue along the Aurora corridor. Both SR 99 in southern Snohomish County and Aurora Avenue North in the City of Shoreline are considered High Accident Corridors (HAC) and High Accident Locations (HAL). In addition, the Aurora corridor is a high Pedestrian Accident Location (PAL). In fact, there are more accidents along the Aurora corridor every year than there are on most other arterials of its type in the entire State of Washington. WSDOT recognizes that the volume of traffic, the combination of various types of use (vehicular, transit and pedestrian) and the existing safety concerns (high HAL's and PAL's) justify giving serious consideration to the construction of major improvements. Based upon accident rate experience from throughout the United States, the safety and access management measures that are recommended as part of the Preliminary Preferred Alternative, namely focussed left-turn and U-turn lanes in lieu of the two-way left-turn lane, should yield a 30% to 50% reduction in midblock accidents. A significant reduction in the severity of accidents should also occur by removing the potential for head-on collisions within the existing center two-way left-turn lane and by removing the potential for angle accidents.

Combining the differences in safety needs, the concern on the part of the public, and new guidelines and legislation, one can see how the SR 99 South Snohomish County Project and the Aurora Corridor Project are different.

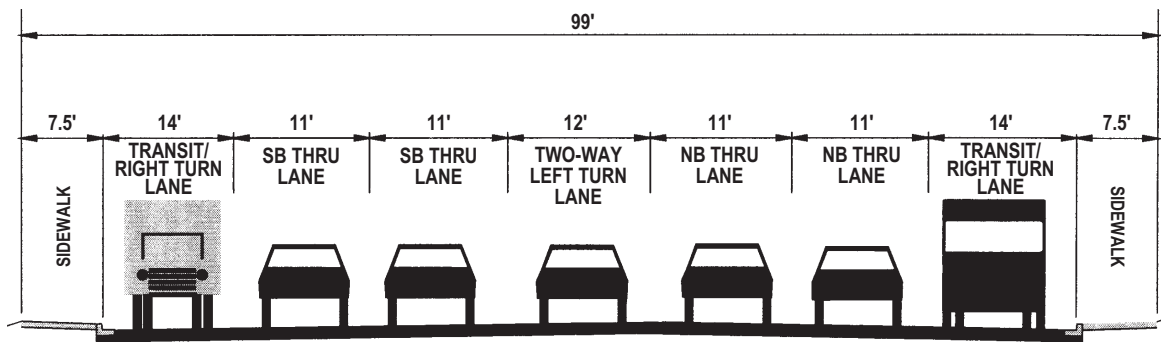
PROJECT FACT SHEET



EDMONDS/LYNNWOOD/SNOHOMISH COUNTY SR 99 PROJECT

The planning and design for the SR 99 project in Edmonds/Lynnwood/Snohomish County began in the late 1980's. The selected design concept was chosen in the early 1990's and the environmental review was completed in 1994. That project will extend seven miles from the south end of Edmonds northward into Snohomish County.

The cross-section is seven lanes, including outside lanes in each direction for transit and right turns, two through lanes in each direction, and a center two-way, left-turn lane. Seven-and-one-half-foot-wide sidewalks will be added. There will be no capacity increases at intersections and no new pedestrian crossings will be developed. This project does not include any landscaping or other aesthetic/urban design treatments. An initial two-mile was constructed in 2000, with the schedule for the remainder depending on funding grants. This project has one feature in common with the Shoreline project in that both will have six traffic through lanes, including transit and right-turn lanes.



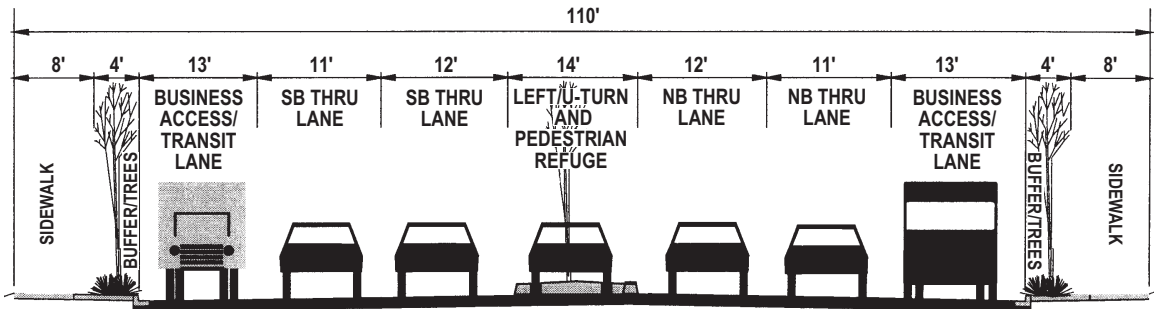
Edmonds/Lynnwood/Snohomish County SR 99 Project
(TYPICAL SECTION)

PROJECT FACT SHEET



SHORELINE AURORA AVENUE SR 99 PROJECT

In 1998, the City of Shoreline began a comprehensive study of the three-mile segment of Aurora Avenue North (SR 99) from North 145th Street to North 205th Street. As part of the redevelopment of Shoreline, the study served as a master plan for proposed improvements to Aurora Avenue North. Improvements include the roadway being widened to consist of one business access/transit (BAT) lane and two general purpose lanes in both the northbound and southbound directions. There will be focussed left-turn and U-turn lanes down the center of the corridor to allow safer access across Aurora Avenue North. There will also be increased vehicle capacity at intersections as well as new, marked pedestrian crossings with refuge areas. Additional improvements include a landscaped center median, curbs, gutters and sidewalks. The landscaped median will consist of small shrubs and tree plantings which will enhance the aesthetic quality of Aurora Avenue. The proposed sidewalk improvements include an eight-foot-wide usable walkway with a four-foot-wide landscaped amenity zone, which will also serve as a buffer between traffic and pedestrians.



Shoreline Aurora Corridor Project
(TYPICAL SECTION)