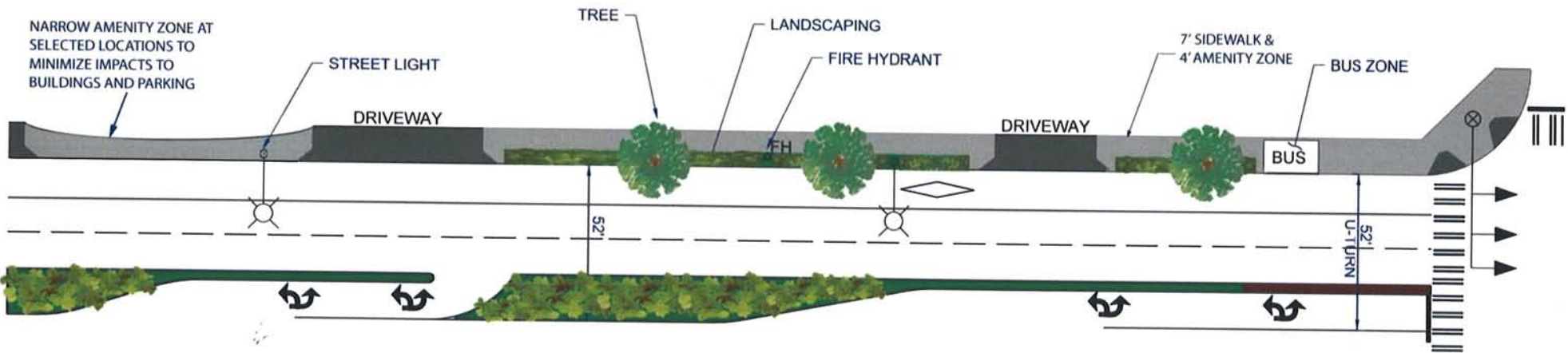


Draft Recommended Alternative



Characteristics of Draft Recommended Alternative

- Two general-purpose lanes in each direction
- BAT lane in each direction
- Sidewalk
- Underground utilities
- Landscaped medians for access management with left-turn and U-turn pockets
- Proposed new signals at N 182nd Street and Firlands Way N/ N 196th Street
- Improvements to Echo Lake Place (north of N 195th Street)
- 110-foot base cross section
 - 4-foot vegetated amenity/utility zone between curb and sidewalk
 - 7-foot sidewalk
 - Amenity/utility zone narrowed at selected locations to minimize impacts to buildings and parking
- Shift east in vicinity of N 175th Street and N 200th Street
- Light poles in the amenity zone
- Signal poles in sidewalk

Projected Timeline for Environmental Analysis



2006

2007

November December January–June July August September–October November–December

Public Scoping Period

November 30, 2006–January 2, 2007

Develop Environmental Discipline Reports

Analyzing 1 No Build and 3 Build Alternatives. Individual Discipline Reports will be available for public review after finalization by WSDOT and FHWA.

City Selects Recommended Alternative

Lead agencies determine necessary level of NEPA/SEPA environmental review.

Develop Draft NEPA/SEPA Environmental Documents

for Recommended Alternative

Public Review of NEPA/SEPA Documents

Finalize NEPA/SEPA Documents

Regular City Council Briefings by Project Team

Continuous Community Outreach

ABC Team Meetings

Public Meeting #1

Review and comment on alternatives and environmental process.

Public Meeting #2

Present results of environmental analysis of three alternatives and the Draft Recommended Alternative.

We are here.

Public Meeting #3

Public review of and comment on NEPA/SEPA document – Recommended Alternative.

Evaluation Matrix

for Alternatives



Project Goals	Alternatives					Draft Recommended
	No Action	A	B	C		
Address roadway capacity needs						Extent to which goal is satisfied: High Medium High Medium Medium Low Low
Improve transit mobility						
Improve pedestrian & bicycle mobility						
Improve vehicle safety						
Improve pedestrian & bicycle safety						
Implement natural stormwater system						
Improve aesthetics						
Minimize property take						
Enhance economic potential						

Project Goals	Alternatives	Discussion	Project Goals	Alternatives	Discussion
Address roadway capacity needs	No Action	Traffic operations fail to meet City's minimum operating standard under existing and future conditions, so the roadway is considered deficient.	Implement natural stormwater system	No Action	The existing conventional stormwater system would remain, and the City's goal to implement natural stormwater solutions to the greatest extent possible within the Aurora Avenue N corridor would not be met.
	A, B, and C	Provide adequate capacity to meet existing and future needs, and address the projected deficiency through 2030.		A, B, and C	Natural stormwater elements are feasible under all three alternatives. All three alternatives result in a reduction of total impervious surface. The inclusion of the 4-foot amenity zone under Alternatives B and C provide additional space and thus greater opportunity for natural stormwater elements; and also results in greater reduction of impervious surface, as compared to Alternative A.
	Draft Recommended	Consists of the same lane geometry included under all three Build Alternatives.		Draft Recommended	Includes center median and additional amenity zone from Build Alternatives B and C, thus is expected to provide high opportunity for inclusion of natural stormwater elements. Narrowing or elimination of amenity zone at selected locations results in slightly lower opportunity than under Alternatives B and C.
Improve transit mobility	No Action	Buses on Aurora Avenue N travel in the general-purpose lanes, so when traffic is congested, buses are likely to be delayed. When buses pick up and drop off passengers, they stop and block traffic in one of the two general-purpose lanes in each direction.	Improve aesthetics in corridor	No Action	The corridor lacks vegetation, and the discontinuous sidewalks interspersed with varying widths of shoulder, and the expanse of pavement of the existing roadway. Thus the City's goal to improve aesthetic quality and visual character within the Aurora Avenue N corridor would not be met.
	A, B, and C	Improve transit operations and reliability through addition of BAT lanes, providing a lane for bus operation outside the general-purpose flow.		A, B, and C	Visual improvements are through provision of a planted median, and continuous sidewalk, curb, and gutter, general channelization improvements, and improved lighting. The inclusion of the 4-foot amenity zone under Alternatives B and C provide additional space and consequently greater opportunity for natural plantings, pedestrian amenities, and general visual enhancements.
	Draft Recommended	Consists of the same BAT lane included under all three Build Alternatives.		Draft Recommended	Includes improved sidewalk, curb and gutter, median, and the additional amenity zone included under Build Alternatives B and C.
Improve pedestrian & bicycle mobility	No Action	Sidewalks along the Avenue N corridor are discontinuous, and much of current sidewalk is narrow and both vertically and horizontally uneven. Shoulder is available where no sidewalks are present. However, cars are often parked on the shoulder, which restricts its use by pedestrians, transit riders, and bicyclists. As a result, there is often no separation of vehicular traffic from pedestrians and bicyclists along side of roadway.	Minimize property take	No Action	The project would not be built and thus no property take would occur.
	A, B, and C	Improve pedestrian and bicycle mobility by providing continuous sidewalk, curb, and gutter along both sides of the roadway. Sidewalks evened out vertically as well as horizontally. Alternatives B and C have more non-motorized capacity than Alternative A, due to presence of amenity zone.		A, B, and C	Potential effects expected from these alternatives are generally in proportion to the level of property take required, with Alternative A requiring the least property take, Alternative B requiring more take than Alternative A, and Alternative C requiring the most property take.
	Draft Recommended	Consists of same continuous sidewalk and crossings included under Build Alternatives. Amenity zones are also included along most of the length of the corridor.		Draft Recommended	Designed to minimize necessary property take; a modification of Alternative B, with amenity zone eliminated at key locations to minimize effect on properties.
Improve vehicle safety	No Action	Aurora Avenue N has received poor safety designations at several locations based on historical collision data collected along the roadway. Numerous driveways, limited curb and sidewalk, and erratic parking all contribute to a high number of conflict points between vehicles, so these trends would be expected to continue.	Enhance economic potential	No Action	Existing and future traffic congestion; vehicle and non-motorized safety issues; and lower aesthetic quality of the corridor does not support the City's goal to enhance the economic potential of the corridor.
	A, B, and C	Improve channelization through access management and reduction of potential conflict points.		A, B, and C	Improvements in mobility and safety for vehicles and non-motorized travelers; improved aesthetic quality of the corridor supports the City's goal to enhance the economic potential of the corridor. The inclusion of the 4-foot amenity zone under Alternatives B and C allows for additional safety and aesthetic improvements to increase attractiveness of corridor.
	Draft Recommended	Consists of the same access management and channelization included under the three Build Alternatives.		Draft Recommended	Includes improved roadway capacity and safety improvements, and the additional amenity zone included under Build Alternatives B and C.
Improve pedestrian & bicycle safety	No Action	Sidewalks along the Aurora Avenue N corridor are discontinuous, and much of the sidewalk that is in place is narrow and uneven. Cars are often parked on the shoulder, which restricts its use by pedestrians and bicyclists. As a result, there is often no separation of vehicular traffic from pedestrians and bicyclists along the side of the roadway.			
	A, B, and C	Improve pedestrian and bicycle safety by providing continuous sidewalk, curb, and gutter along both sides of the roadway that will separate vehicles from pedestrians, transit riders, and bicyclists. Alternatives B and C provide additional safety benefit through the inclusion of the 4-foot amenity zone between the sidewalk and the roadway, which provides additional separation between vehicular and non-motorized traffic.			
	Draft Recommended	Consists of the continuous sidewalk, crossings, and amenity zone. Narrowing or elimination of amenity zone at selected locations result in slightly lower safety benefit than identified under Alternatives B and C.			