

An aerial photograph of Aurora Ave N/SR 99 in Seattle, Washington. The image shows a multi-lane highway with traffic moving in both directions. On the left side of the road, there is a large parking lot filled with cars and a billboard. On the right side, there are commercial buildings, including a PetSmart and a HomeGoods, and a speed limit sign for 35. The entire image is overlaid with a semi-transparent blue filter.

Aurora Ave N/SR 99

PSRC Regional Project Evaluation

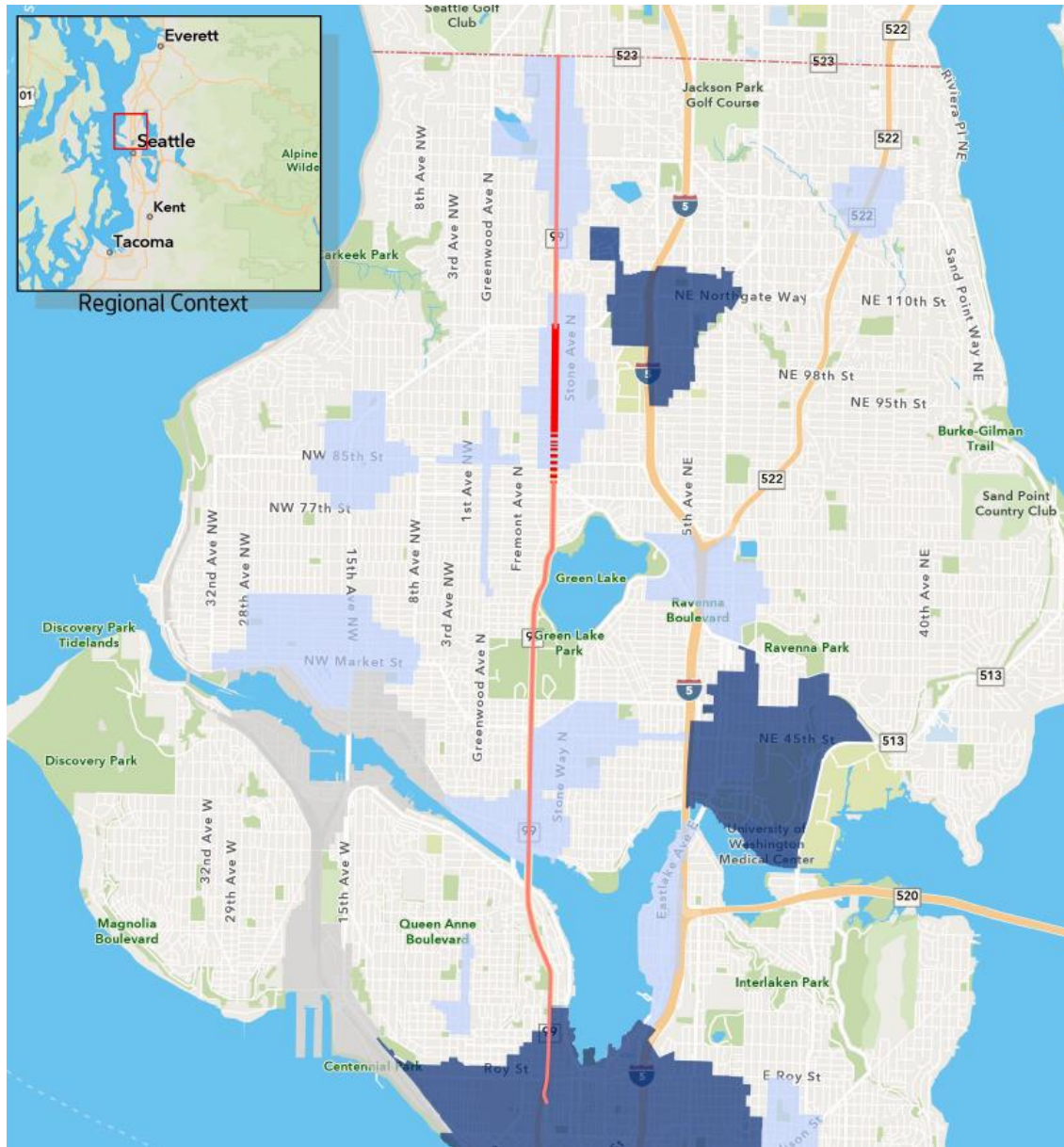
Elisabeth Wooton and Jim Storment
April 25, 2024

Project Overview

- The street's current design favors high-speed SOV travel, with deficient sidewalks, infrequent controlled crosswalks, and minimal transit amenities
- Aurora Ave N serves RapidRide E, the highest ridership bus route in the region, and many non-motorized users
- The corridor has one of the highest fatality rates in the city, especially amongst the most vulnerable users
- Seattle will rebuild the street to create an inviting space that improves conditions for transit and non-motorized trips

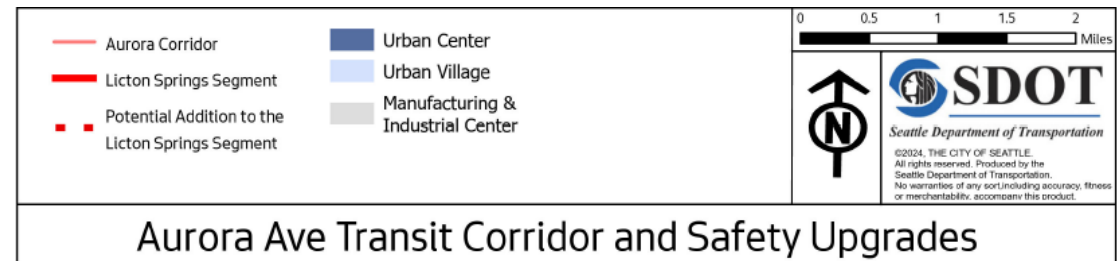


Aurora Ave N near Ingraham High School (looking north)










Project Location

- Full project area stretches between previously improved sections in Downtown Seattle (SR 99 Tunnel) and Shoreline
- Directly serves three Regional Growth Centers with approximately 390,000 residents and jobs, improves access to a fourth Regional Growth Center, and travels through several Urban Villages
- Requesting \$5.5M in STBG funding to support design for the Licton Springs segment



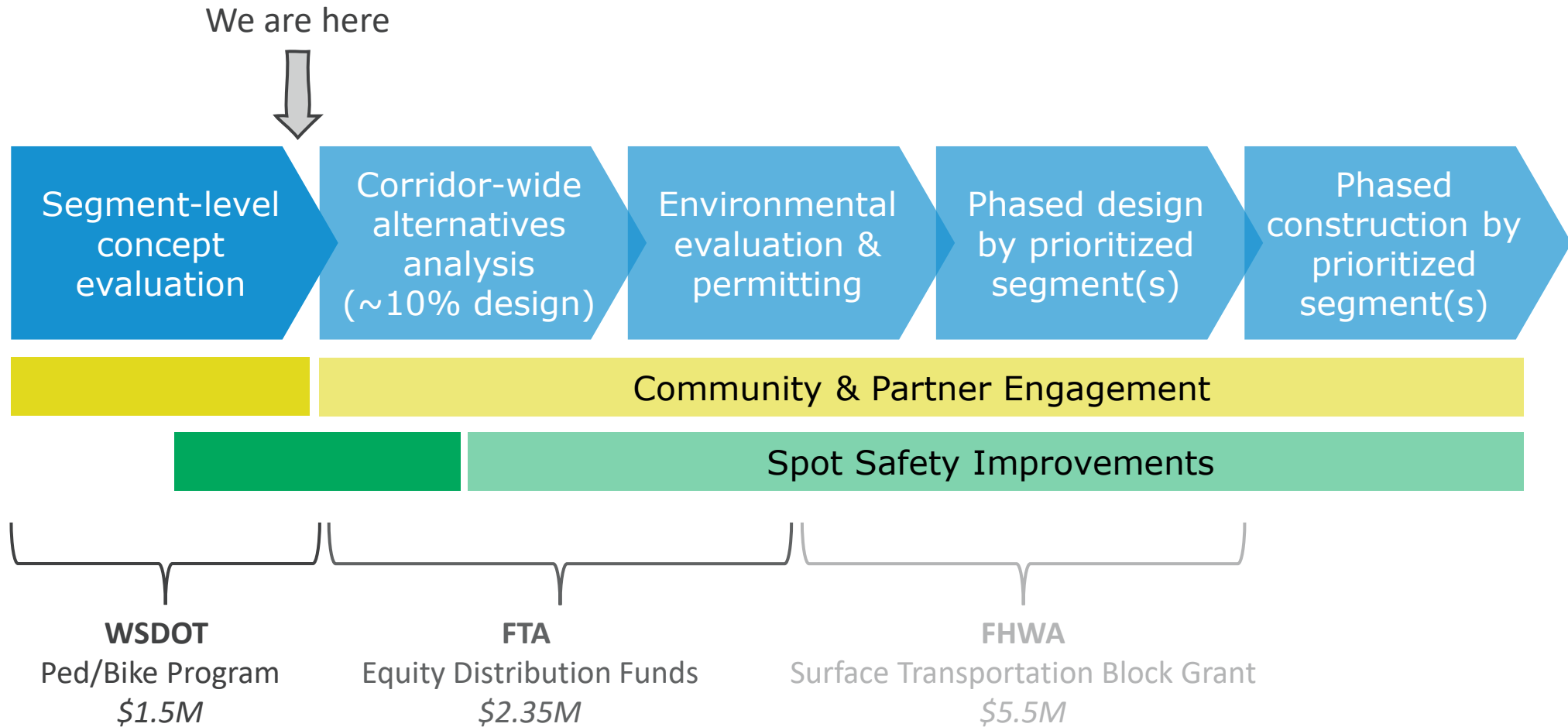
Needs & Opportunities

-  Aurora is on the High Injury Network for traffic collisions
-  RapidRide E Line is the busiest frequent bus route in WA
-  High priority for sidewalks and pedestrian crossing upgrades – has 30+ blocks of missing sidewalks and long gaps between controlled crossings
-  Designated major truck street with business access needs along Aurora
-  Few bike connections along and across Aurora
-  Lack of greening and tree canopy
-  Drainage, limited right of way, business access challenges

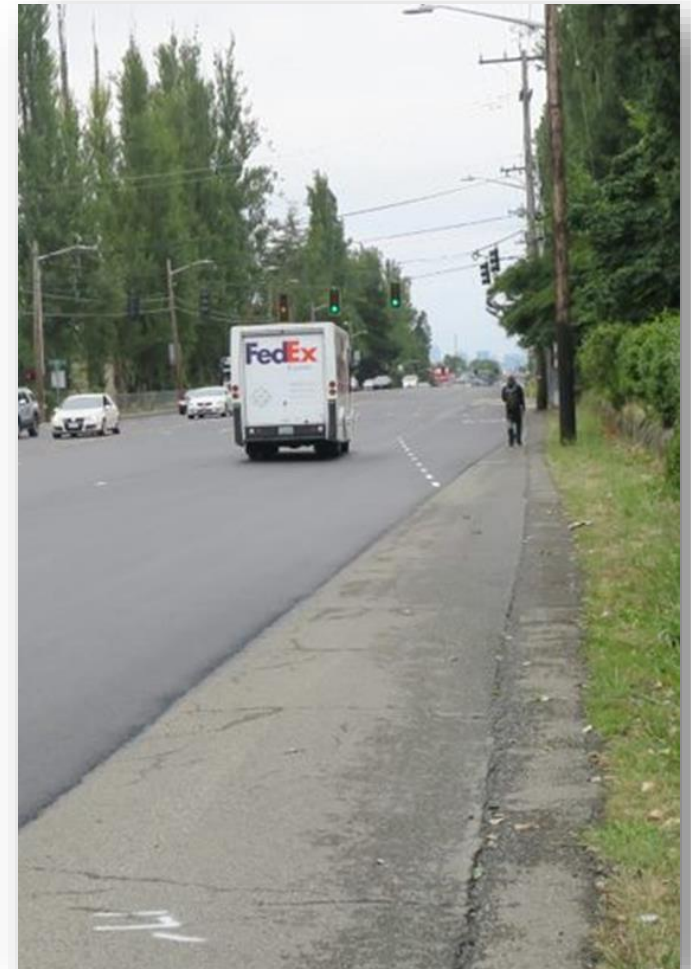
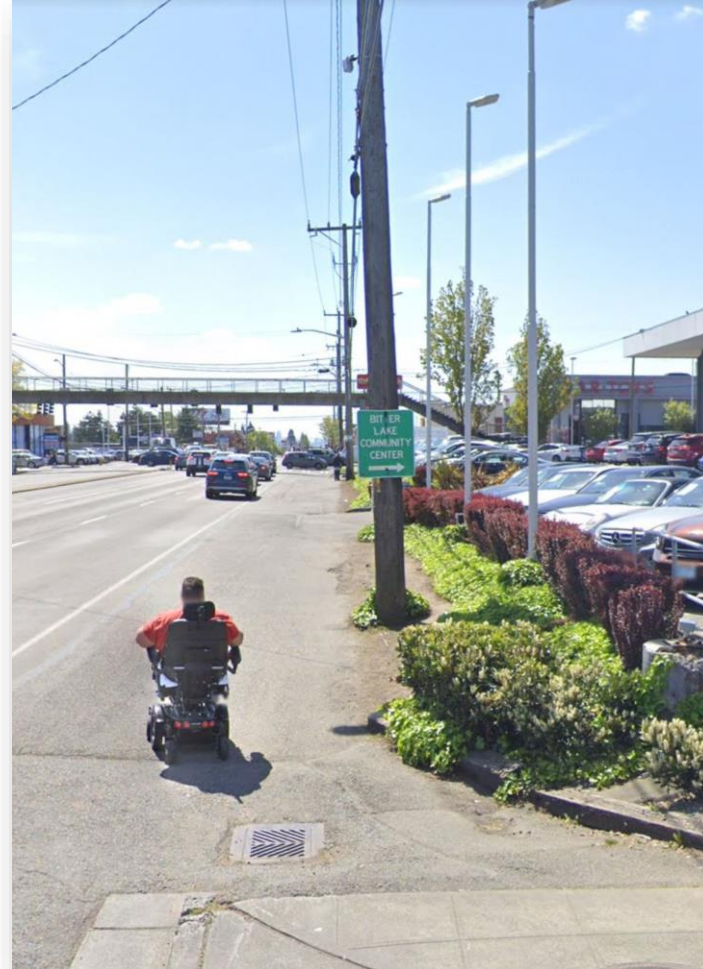
Traffic fatalities on Aurora Ave N make up **19%** of all traffic fatalities citywide (2018-2022)

High risk to vulnerable users. Pedestrian crashes make up **6%** of all collisions on Aurora Ave N, but **70%** of all fatalities (2018-2022)

Project Process & Timeline



Pedestrian Conditions



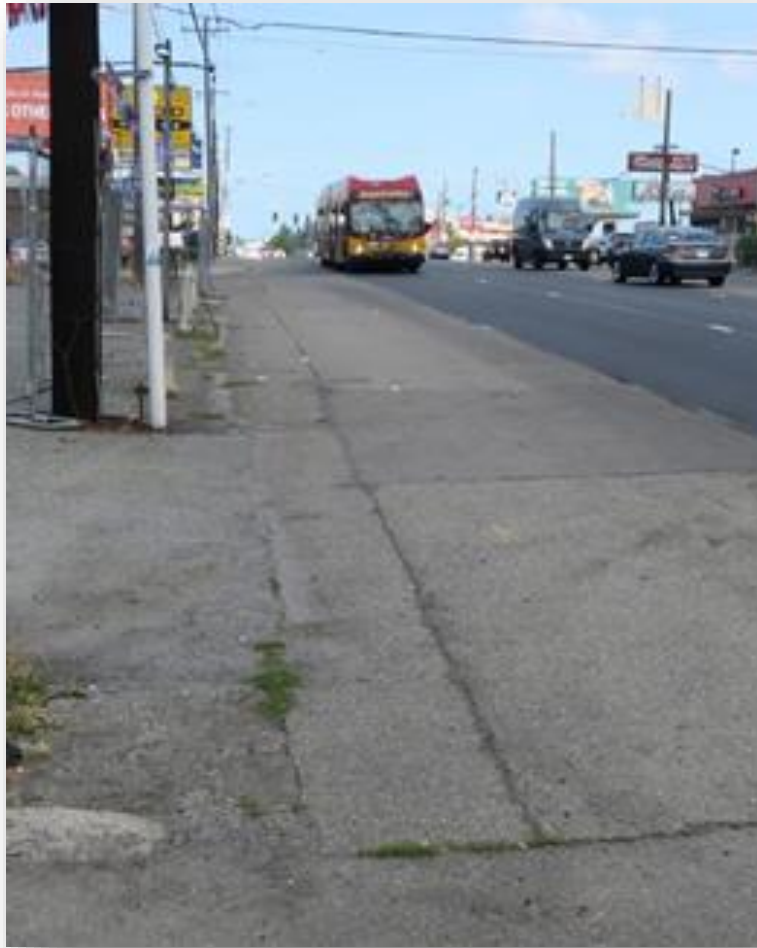
Unmanaged Shoulders



Access Management

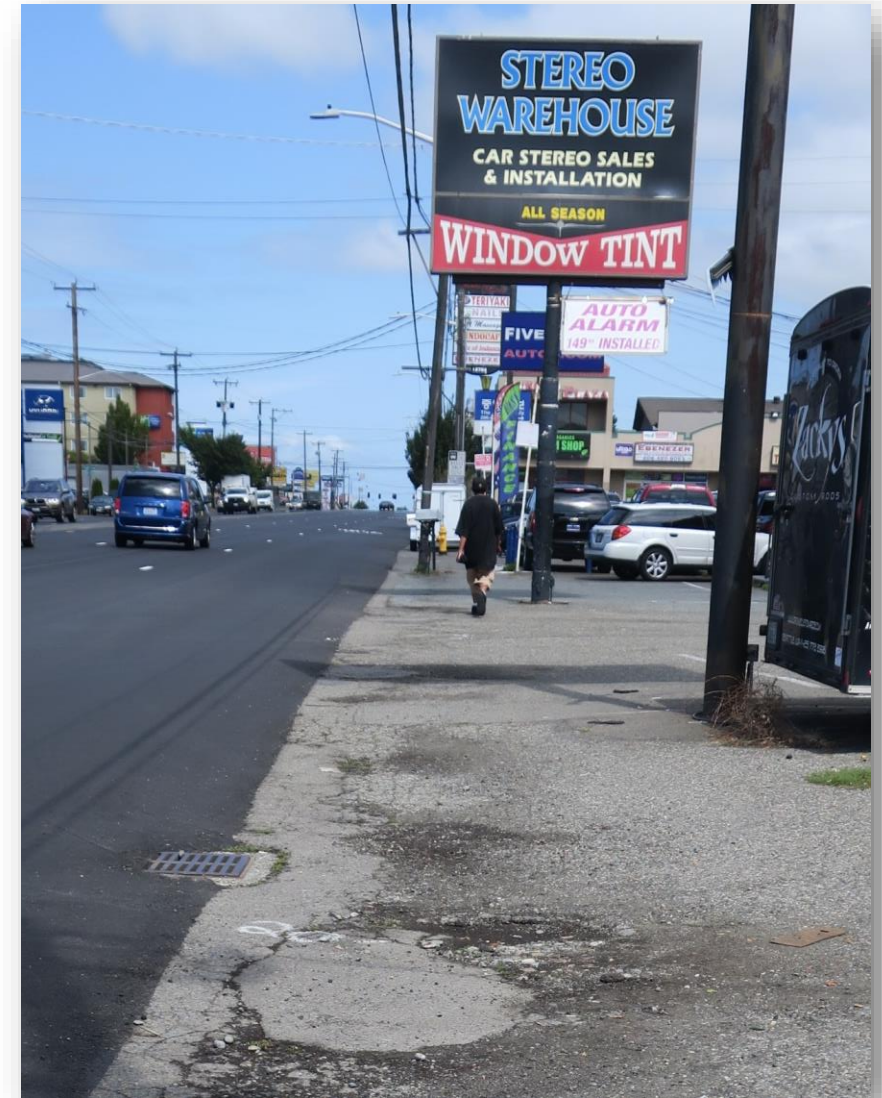


Transit Conditions



The E Line is the **least reliable RapidRide line in the network**, and it has failed to meet the targeted reliability of a minimum 80% headway adherence for the last ten years.

Deficient Infrastructure



Grant Request

- Project meets our regional grant criteria:
 - ✓ Planned Growth Policy: Directly serves 3 Regional Growth Centers
 - ✓ Air Quality: Prioritizes zero-emission modes (electric buses and non-motorized travel)
 - ✓ Safety: Addresses our city's highest-risk locations
 - ✓ Equity: Directly serves our equity communities and transit-dependent populations
- We're seeking approximately \$5.5 million in STBG funds
- Federal funds will complete Design for the first segment and position us for Right-of-Way and Construction phases

