

PROJECT DESCRIPTION INFORMATION

1	Project title: Aurora Avenue N (SR-99), N 185 th Street to N 205 th Street For roadway project titles: list facility name, limits, and any other identifying words. E.g., SR-520 HOV (104th Ave NE to 124th Ave NE).
2	Destination 2030 ID#: 3569 In order to be eligible for federal funding, a project must be in, or consistent with, <i>Destination 2030</i> , the region's Metropolitan Transportation Plan (MTP). To confirm if your project is specifically listed in <i>Destination 2030</i> , refer to Appendix 9 of <i>Destination 2030</i> at http://www.psrc.org/projects/mtp/d2030plan.htm . For assistance or questions regarding these issues, contact Kimberly Scrivner at 206-971-3281 or kscrivner@psrc.org .
3	a. Sponsoring agency: City of Shoreline b. Co-sponsor(s) if applicable: Important: For the purposes of this application and competition, “co-sponsor” refers to any agency that would receive a portion of the funding if the requested grant were to be awarded. c. Does sponsoring agency have “Certification Acceptance” status from WSDOT? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No d. If not, which agency will serve as your CA sponsor? (refer to WSDOT’s Local Agency Guidelines Manual for information on CA status: http://www.wsdot.wa.gov/ta/operations/lag/LAG13.pdf)
4	Project contact person: Kirk McKinley Address: 17500 Midvale Avenue N, Shoreline, WA 98133 Phone: (206) 801-2481 Fax: (206) 546-2726 E-Mail: kmckinley@shorelinewa.gov

<p>5</p>	<p>Project description. Please distinguish between the scope of the project and the justification and/or need for the project.</p> <p>a. Project scope: Please describe clearly and concisely the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.</p> <p>The intent of the project is to improve the safety and mobility of users on Aurora Avenue N (SR-99) from N 185th Street to N 205th Street and to complete the 3-mile Aurora Corridor improvements in Shoreline. The project scope of work includes adding business access and transit (BAT) lanes, curbs, gutters, landscaping/street furnishings, and sidewalks on both sides. The project will also add a landscaped center median safety zone with left turn and U-turn pockets. Further, the project will synchronize traffic signals to maximize efficiency, improve transit stops with new shelters and new street lighting, place overhead utility lines underground (under a separate project), and replace the existing inadequate stormwater systems with natural stormwater facilities (raingardens, bioswales, etc.). Improvement at major intersections to improve east-west traffic flow is also included, as well as access to Aurora Village Transit Center, which is a connection for both King County Metro Transit and Community Transit.</p> <p>b. Project justification, need or purpose: Please explain the intent, need or purpose of this project. What is the goal or desired outcome?</p> <p>The Aurora Avenue Corridor is defined by WSDOT as a high accident corridor. Aurora Avenue N has no continuous pedestrian or bicycle facilities and driveway access is largely undefined, creating a dangerous situation for pedestrians, transit users, and motorists. The corridor carries approximately 42,000 vehicles per day and is major transit and commerce route. Within this 20-block section of Aurora, from N 185th Street to N 205th Street, there were 132 total collisions, 49 of which included injuries (1 involving a bicyclist and 3 involving pedestrians) in the three years ending 9/30/2008. The construction will greatly improve the safety for all those traveling through the corridor. The design concept for access management along the Aurora Corridor has been a huge success, with a 61% reduction in accidents in the N 145th Street to N 165th Street completed section. The Aurora Corridor is crucial to transit movement as well, and is served by two Park and Rides. This project will also support the successful implementation of the E Bus Rapid Transit (BRT) Line being developed by King County Metro Transit and the Swift BRT being developed by Community Transit in Snohomish County. The overall Aurora Corridor project is part of the regional reconstruction of SR-99, which has been rebuilt in south King County cities (Federal Way, Kent, Des Moines, Sea-Tac), Edmonds, and Lynnwood. These changes to the corridor will improve traffic flow and safety between the Urban Centers of Lynnwood and Seattle, and access to the locally designated Shoreline Town Center.</p>
<p>6</p>	<p>Project location: Shoreline</p> <p>a. County(ies) in which project is located: King County</p> <p>Answer the following questions if applicable:</p> <p>b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): Aurora Avenue N (SR-99) and N 185th Street</p> <p>c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): Aurora Avenue N (SR-99) and N 205th Street</p>
<p>7</p>	<p>Map: 1. Include a legible 8½” x 11” project map with the completed application form. 2. Include a legible vicinity map with the completed application form (can be smaller than 8½” x 11”).</p> <p>Note: If unable to send the map electronically, mail a copy on diskette and provide a paper copy by fax or mail.</p>

<p>8</p>	<p>Federal functional classification code (Please select <u>only one</u> code using the table below)</p> <p>For assistance determining functional classification, contact Stephanie Rossi at 206-971-3054 or srossi@psrc.org.</p> <p>Important: A roadway must be <u>approved</u> on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects on a roadway with a functional classification of 09, 19, 29, or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as "00".</p> <p><u>Examples of exceptions:</u></p> <ul style="list-style-type: none"> • Any bicycle and/or pedestrian project. • Projects not on a roadway and using CMAQ or other funds • Any transit project, including equipment purchase and park-and-ride lot projects. 	
<p>9.</p>	<p style="text-align: center;">Rural Functional Classifications "Under 5,000 population" (Outside federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 01 Principal Arterial - Interstate</p> <p><input type="checkbox"/> 02 Principal Arterial</p> <p><input type="checkbox"/> 06 Minor Arterial</p> <p><input type="checkbox"/> 07 Major Collector</p> <p><input type="checkbox"/> 08 Minor Collector</p> <p><input type="checkbox"/> 09 Local Access</p> <p><input type="checkbox"/> 21 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 22 Proposed Principal Arterial</p> <p><input type="checkbox"/> 26 Proposed Minor Arterial</p> <p><input type="checkbox"/> 27 Proposed Major Collector</p> <p><input type="checkbox"/> 28 Proposed Minor Collector</p> <p><input type="checkbox"/> 29 Proposed Local Access</p>	<p style="text-align: center;">Urban Functional Classifications "Over 5,000 population" (Inside federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 11 Principal Arterial – Interstate</p> <p><input type="checkbox"/> 12 Principal Arterial – Expressway</p> <p><input checked="" type="checkbox"/> 14 Principal Arterial</p> <p><input type="checkbox"/> 16 Minor Arterial</p> <p><input type="checkbox"/> 17 Collector</p> <p><input type="checkbox"/> 19 Local Access</p> <p><input type="checkbox"/> 31 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 32 Proposed Principal Arterial – Expressway</p> <p><input type="checkbox"/> 34 Proposed Principal Arterial</p> <p><input type="checkbox"/> 36 Proposed Minor Arterial</p> <p><input type="checkbox"/> 37 Proposed Collector</p> <p><input type="checkbox"/> 39 Proposed Local Access</p>

COUNTYWIDE PROJECT EVALUATION

Important: *Projects will be evaluated and scored based on the information provided in Parts 1 and 2 that follow. Refer to the "2009 King County Countywide Project Evaluation Criteria" before completing these sections of the application for guidance, examples, and details on scoring.*

Instructions:

- Part 1: Choose the one project category that best fits your project and complete the corresponding section A, B, or C.
- Part 2: Complete all three sections in Part 2 (sections D, E, and F).

Part 1: Category Specific Questions (70 Points STP, 50 Points CMAQ)

10. Select one of the following three categories that best fits your project and follow the corresponding instructions:

- Designated Center: Complete section A (question 11) and proceed directly to Part 2 (questions 14-17).
- Manufacturing/Industrial Center: Complete section B (question 12) and proceed directly to Part 2 (questions 14-17).
- Connecting Corridors: Complete section C (question 13) and proceed directly to Part 2 (questions 14-17).

Note: Information on the 2005 adopted Regional Economic Strategy and the targeted industry clusters, including definitions and maps of the clusters, may be found on the Prosperity Partnership website at <http://www.prosperitypartnership.org/clusters/index.htm>. For questions regarding these topics, contact Chris Strow at 206-971-3051 or cstrow@psrc.org

A. Designated Regional Growth Centers

Instructions: Complete this section (questions 11-13) if you selected “Designated Centers” in question 10, and then proceed directly to Part 2. Do not complete Sections B or C.

11. Center Development. Please address the following:

- Growth. Describe how the project will support the potential for housing/employment densities in the center. Describe how the project will support the development/redevelopment plans and activities of the center.
- Plans and Policies. Describe how the project furthers the objectives and aims of existing policies for the center; please provide a citation and copy of the corresponding policies.
- Economic Strategy. Describe whether the project helps to create or sustain jobs in the targeted industry clusters within the center; these clusters are identified in the adopted 2005 Regional Economic Strategy.

12. Project’s Benefit to the Center. Please address the following

- Long-Term Benefit. Does the project remedy a current or anticipated problem (e.g. congestion, incomplete sidewalk system, inadequate transit service/facilities, modal conflicts and/or the preservation of essential freight movement)? Please describe.
- User Groups Supported. Describe the user groups that will benefit from the project (including commuters, residents, commercial users, those groups identified in the President’s Order for Environmental Justice¹ and/or areas experiencing high levels of unemployment or chronic underemployment).

13. Circulation within the Center. Please address the following.

- Safety and Convenience. Describe how the project improves safe & convenient access to major destinations within the center.
- Intermodal Opportunities and Connections. Describe how the project will improve circulation and enhanced opportunities for active transportation within the center for people and/or goods regarding (address each relevant area): walkability, public transit access, public transit speed and reliability, safety & security, bicycle mobility, bicycle facilities, streetscape improvements, traffic calming, preservation of essential freight movement and/or other.
- Travel Choices. Describe how the project provides users (e.g. employees, residents, customers) a range of travel modes or provides a “missing” mode.

¹ The President’s Order for Environmental Justice states “each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations.”

- System Continuity. Describe how the project completes a physical gap or provides an essential link in the transportation network.
- Parking. If the project has a parking component, describe how it has been designed to be compatible with a pedestrian oriented environment, including any innovative parking management tools.

B. Manufacturing/Industrial Centers

Instructions: Complete this section (question 14) if you selected “Manufacturing/Industrial Centers” in question 10, and then proceed directly to Part 2. Do not complete Sections A or C.

14. Mobility and Accessibility. Please address the following:

- Freight Movement. Describe how the project provides opportunities for freight movement.
- Growth Plans and Policies. Describe how the project will benefit or support the development of the manufacturing/industrial center.
- System Continuity. Does the project complete a physical gap, provide an essential link, or remove a barrier in the Freight & Goods component of the Metropolitan Transportation System (See Destination 2030, Technical Appendix 4)? Please describe.
- Safety. Describe how the project improves safety and reduces modal conflicts to help achieve a “seamless” system.
- Improved Commute Access. Describe how the project improves access for one or more modes to major employment sites or access to residential areas outside the center, including opportunities for active transportation.
- Trip Reduction. How does the project promote Commute Trip Reduction (CTR) opportunities?
- User Groups Supported. Describe the user groups (e.g. employees, customers, modal carriers, those identified in the President’s Order for Environmental Justice and/or areas experiencing high levels of unemployment or chronic underemployment) that will benefit from the project.
- Economic Strategy. Describe how the project helps to create or sustain jobs in the targeted industry clusters within the center; these clusters are identified in the adopted 2005 Regional Economic Strategy.

C. Connecting Corridors

Instructions: Complete this section (questions 15-17) if you selected “Corridors Serving Centers” in question 10, and then proceed directly to Part 2. Do not complete Sections A or B.

15. Benefit to Centers or Manufacturing/Industrial Center. Please address the following:

- Growth Plans and Policies. Describe how this project will benefit or support the housing and employment development of a regional growth and/or manufacturing/industrial center(s). Does it support multiple centers?
- Travel Choices. Describe how the project provides a range of travel modes to users traveling to centers, or if it provides a missing mode.
- User Groups Supported. Describe the user groups that will benefit from the project, including commuters, residents, commercial users, those groups identified in the President’s Order for Environmental Justice and/or areas experiencing high levels of unemployment or chronic underemployment).
- Economic Strategy. Describe whether the project helps to create or sustain jobs in the targeted industry clusters within a center; these clusters are identified in the adopted 2005 Regional Economic Strategy.

Growth Plans and Policies

Aurora Avenue N (SR-99) in Shoreline is a highway of regional significance and has been identified by Washington State as a Highway of Statewide Significance. Highways of Statewide Significance, identified by the Revised Code of Washington 47.06.140, are those facilities deemed to provide and support transportation functions that promote and maintain significant statewide travel and economic linkages. Project is listed by name in the Washington State Transportation Plan, Destination 2030, the Shoreline Comprehensive Plan, the Shoreline Capital Improvement Plan, and the Shoreline Transportation Improvement Plan.

The first mile of reconstruction from N 145th Street to N 165th Street was completed in 2007, and the second mile, from N 165th Street to N 185th Street, will begin construction in the summer of 2009. The environmental process for the second two (and final) miles from N 165th Street to N 205th Street is complete. Aurora Avenue N connects the Destination 2030 identified Urban Centers of Lynnwood and Seattle. It acts as a major arterial in its own right, as well as being the alternative to I-5 traffic, through King and Snohomish Counties when congestion and accidents occur. Shoreline's section of Aurora carries approximately 42,000 vehicles per day and is a major transit and commerce route. Approximately 7,000 (Spring 2008) people board and de-board King County Metro Transit buses within the Shoreline Aurora Corridor, which is a 25% increase in ridership since 2006. Congestion and safety issues affect the efficiency of the transit system, especially in this highly traveled corridor. Growth in the region is increasing, especially in Snohomish County, and we only expect these numbers to increase.

In terms of forecasting increase in population and employment in the areas served by the Aurora Avenue Corridor, PSRC projects double digit percentage increases in both categories in terms of the Urban Centers served by the project. Often overlooked in the discussion of the effect of the potential employment and population projected growth as it relates to transportation on the Aurora Corridor are the adjacent employment centers such as the Ballard neighborhood and the City of Edmonds. These areas both expect double digit percentage increases in population and employment.

Travel Choices

Currently, this unimproved segment of Aurora Avenue N in Shoreline is heavily auto-oriented, with few pedestrian or bicycle facilities. Driveway access along the corridor is largely undefined. The sidewalks that do exist are discontinuous and substandard. The only areas where sidewalk facilities meet City standards are along developments that have occurred since the City's incorporation in 1995 and the segment of Aurora that was recently constructed from N 145th Street to N 165th Street. Aurora Avenue N from N 165th Street to N 205th Street has approximately 154 access points (driveways). Once construction is complete, this number will be significantly reduced.

Construction of the Aurora Corridor also supports bicyclists by the proximity to Shoreline's 3.25 mile north-south Interurban Trail (completed in 2008). Pedestrian linkages to the trail will be constructed as part of the project, further increasing usage of Aurora Avenue N for pedestrian and transit use. Bicyclists may also use the Business Access and Transit (BAT) lanes and the sidewalks once construction is complete.

Bus transit facilities along the corridor are an outgrowth of historic and geographic circumstances. Transit zones (bus stops) lack safe access, especially for disabled persons. The absence of safe, continuous pedestrian facilities dissuades many potential transit patrons from using the transit system. Aurora Avenue N corridor is served by King County Metro Transit Routes 301, 330, 342, 358 and has two major park and ride facilities. Both are located within this project area; at Aurora Avenue N and N 192nd Street (Shoreline Park and Ride) and at Aurora Avenue N and N 200th Street (Aurora Village Park and Ride). The Aurora Village Park and Ride (AVTC) has 202 spaces at 107% utilization (3rd Qtr 2008), up from 92% in 2006, and the Shoreline Park and Ride has 384 spaces, at 85% utilization (3rd Qtr 2008), up from 66% just a year ago. Six Community Transit and seven King County Metro Transit Routes access the AVTC. With 7,000 (Spring 2008) transit users in the Shoreline Aurora Corridor daily, we would be remiss to not focus on increasing transit ridership by making transit more attractive, comfortable and accessible to use. We can further increase ridership by improving the corridor performance and accessibility of the system.

In terms of transit growth along the corridor, the redevelopment of Aurora is crucial to the successful implementation of King County Metro Transit's E Line, as part of their Rapid Ride component of the Transit Now voter initiative that was approved by King County voters in 2006. Rapid Ride has been developed as a service of five corridors that will provide frequent, all-day service. The goal of the design of Rapid Ride - from the look of the buses, the stops, and its operation - is to keep people moving quickly throughout the program's five heavily used travel corridors.

Implementation of the E line service is scheduled for 2013 to coordinate with the completion of Aurora Avenue N redesign in order to make the best use of the region's resources. Community Transit of neighboring Snohomish County will begin their Bus Rapid Transit (BRT) service called Swift in 2009 and will use Aurora Avenue N from N 205th Street to N 200th Street to access the Aurora Village Transit Center. Additionally, Shoreline is working with both Community Transit and King County Metro Transit to relocate some or all of the Aurora Village Transit Center functionality to Aurora and N 192nd Street, which will further increase transit's use of the Aurora Corridor. Without these improvements on Aurora Avenue, the goals of the BRT will be impossible to achieve as transit will be stuck in traffic and transit patrons will continue to be boarding and de-boarding in harsh and unprotected conditions.

The City of Shoreline, in partnership with the City of Seattle, conducted a speed and reliability study on this proposed bus rapid transit line on Aurora Avenue N, from Shoreline to Seattle. The results of the study were significant. On the outbound direction (Seattle to Shoreline – northbound), the time savings for transit just within the 3-mile portion of Aurora Avenue N within the City of Shoreline city limits were estimated to be 22% (am), 23% (mid-day), and 30% (pm), respectively. Inbound time savings potential are similar: 28% (am), 32% (mid), and 23% (pm).

User Groups Supported

In terms of the project's impact to those groups identified in the President's Orders on Environmental Justice, we do not expect any adverse affects or impacts. Any affects would be positive, in terms of increased mobility through the corridor to the Urban Centers and access to transit. The elderly and disabled will have greater safe access to transit as well.

The construction of the raised median with focused left and U-turn pockets, new signals, sidewalks and access control on the street edges will greatly enhance safety, as none of these exist today. The raised median will eliminate the current uncontrolled movements in the center left turn lane. It will also provide left turn pockets at locations that will enhance safety. The median also provides an unofficial refuge for pedestrians that may continue to cross the street at uncontrolled intersections. The new signals will provide controlled locations for left and U-turn movements, give pedestrians (especially those with mobility challenges) safe crossing locations, and since the bus stops are located at signalized intersections, will provide bus patron crossings at safe locations. The signals will include audible elements for the sight impaired, and countdown pedestrian leads. This, along with increased safety for transit users, supports the Orders on Environmental Justice.

Regional Economic Strategy

Aurora Avenue N in Shoreline is also a significant place for commerce. Construction on the first mile and planning for the remaining two miles has stimulated redevelopment projects, created jobs and provided more shopping and service choices for residents and the region. The investment by the City to improve safety and property frontage along Aurora is "priming the pump" for private sector investment, upgrades, redevelopment and protecting and expanding existing businesses. Within the City of Shoreline, the Aurora Avenue N corridor provides 88% of taxable retail and 5,500 jobs (with another 3,700 expected by 2015).

The timely delivery of goods is extremely important to business operations and the economic vitality of the region. Aurora Avenue N has been identified by WSDOT as a truck freight route in the Statewide Freight and Goods Transportation System (FGTS). It carries approximately 5 million tons of freight annually, so is classified as a T-2 tonnage class roadway. Approximately 15% of traffic on Aurora is freight vehicles. It has also been identified as part of the King County Regional Arterial Network and the PSRC Metropolitan Freight and Goods System. Aurora Avenue N also provides a connection between other routes on the FGTS, including Westminster Way/Greenwood Avenue N (class T-2), SR 523 (class T-3), N 185th Street (class T-2), and N 205th Street/SR 104 (class T-3).

The Aurora Corridor also provides a positive impact in the region economically. Not only will this project provide a safe and reliable roadway for travel between the Urban Centers of Seattle and Lynnwood, there will also be a local economic impact. Ninety-five percent of the land along the Aurora Corridor is zoned as Regional Business and Industrial, providing many redevelopment and employment opportunities. Additionally, the City of Shoreline has seen considerable redevelopment activity along the entire length of the corridor. In the first mile of Aurora (N 145th Street – N 165th Street), property owners have constructed over 80,000 square feet of new and renovated office and commercial space and 36 new housing units in just the last three years. Specifically within the project limits (N 185th Street to N 205th Street), there has been major private sector development in process in preparation of the construction of the roadway. The South Echo Lake site at Aurora Avenue N and N 192nd Street contains 316,738 square feet (7.27

acres) of redeveloped area; with a total living unit count of 489 units. The commercial/office square footage of this site is 58,858 square feet. In addition, Sky Nursery (located at Aurora Avenue N and N 186th Street) just completed a major remodel of their facility. There are also two additional multi-family development projects (350 units) under permit review located in the project area.

The total area of Industrial zoned land adjacent to the entire 3-mile Aurora Avenue N Corridor in Shoreline is 22.84 acres and the total area of Residential Zoned lands is 243.35 acres for a total land area of 266.19 acres. We have calculated the redevelopment potential for the corridor to be 17,834 units and 2,203,094 square feet of commercial/office space. Pre-application meetings have been held and permits are in process for an additional 40,000 square feet of commercial and office space and over 300 housing units.

16. System Continuity. Please address the following:

- **Serving Centers.** Describe how this project provides a “logical segment” that links to a regional growth or manufacturing/industrial center.
- **Missing Link.** Describe how the project fills in a missing link or removes barriers to a center.
- **Congestion Relief.** Describe how this project will relieve pressure or remove a bottleneck on the Metropolitan Transportation System and how this will positively impact overall system performance.

Serving Centers/Missing Link

Aurora Avenue N in Shoreline serves approximately 42,000 vehicles a day; vehicles traveling to and from the Urban Centers of Lynnwood and Seattle. This project, from N 185th Street to N 205th Street will complete the reconstruction of Shoreline’s Aurora Avenue N (SR 99), and connect with Lynnwood and Edmonds reconstructed SR-99 in Snohomish County into Everett. This 1-mile section of Aurora Avenue N in Shoreline will be the final link in the completion of Shoreline’s improved State Route 99. This proposed project would improve the overall SR-99 regional system linkage by providing additional lane capacity, improved intersection capacity, and improved signal coordination. The overall Aurora Corridor Project is part of a regional reconstruction of SR-99, which has been rebuilt in south King County Cities (Federal Way, Kent, Des Moines, Sea-Tac), Edmonds, and Lynnwood.

The Aurora Corridor also directly serves the locally designated Shoreline Town Center, which is located at Aurora Avenue N and N 175th Street. This center is known as the “heart” of Shoreline and features the interconnection of the Aurora Corridor project, Shoreline City Hall and Shoreline’s Interurban Trail, as well as housing and commerce.

Congestion Relief

Our plan for access management will reduce congestion and improve safety by restricting and focusing left turning movements along the corridor, converting the two-way left turn lane to a focused left and U-turn lane with raised median sections, and by controlling driveway width and spacing controls. The addition of a BAT lane will provide right turning vehicles access to driveways and will greatly reduce driveway blockages due to vehicle queues. These features will reduce “traffic turbulence” and accidents, which will improve the functional capacity of the roadway. This increase in functional capacity is a direct benefit to the Urban Centers it connects, both locally and regionally. Together, these improvements will reduce accidents (these improvements on the first mile of Aurora in Shoreline has reduced accidents 61%), increase transit use, reduce signal delay, reduce the bottleneck congestion at Aurora Avenue N and N 205th Street which, in turn, will reduce VMT and overall vehicle trips. The speed and reliability study, completed in collaboration with the City of Seattle, showed significant time savings for transit (reductions from 22%-30%), and we believe similar time savings will be seen for vehicle traffic.

Safety will also be improved for traffic on the street, as the medians will eliminate uncontrolled turn movements from the center lane, and will also eliminate left turns out of properties except at signals. The addition of the Business Access Transit (BAT) lanes in each direction will remove right in and right out turning movements from the through lanes, thus reducing rear-end accidents. The project will improve the efficiency of the corridor (for motorists and transit) by taking the right turning traffic out of the equation, as right turns at signals and right turns into and out of businesses will use the BAT lanes, allowing the 4 general purpose lanes to remain at a constant speed. The construction of curb and sidewalks, separated by landscaped bio-swales and rain gardens, will provide a safe, continuous and grade-separated pedestrian space where none currently exists. The project also includes construction of bus zones that are large enough to meet ADA requirements for wheelchair boarding. The installation of curbs will

focus driveway movements to specific locations, whereas currently driveways are undefined because of a lack of curbs and sidewalks.

17. Long-term Benefit/Sustainability. Please address the following:

- Efficiency. How does this project support a long-term strategy to maximize the efficiency of the corridor? Describe the problem and how this project will remedy it.
- Safety. Describe how this project improves safety and/or reduces modal conflict, and provides opportunities for active transportation.

Efficiency and Safety

Improving safety for motorists, pedestrians and transit users is one of the driving forces behind the Aurora Corridor project. The project will create four north-south general purpose travel lanes and two business access and transit (BAT) lanes, which will increase the safety and mobility of the corridor. Other goals are improving traffic flow, improving transit efficiency and reliability with transit lanes, enhancing economic development potential, enhancing the livability of adjacent neighborhoods and supporting the goals and vision for this corridor that the community expressed prior to Shoreline's incorporation in 1995. In reaching these goals, we will provide urban facilities and landscaping for an aesthetically pleasant environment that will lead people efficiently to, and through, the community.

Aurora Avenue N in Shoreline has one of the highest accident rates of any highway in the state, averaging (along the 3 mile corridor) one fatality a year. In this 1-mile segment from N 185th Street to N 205th Street for the three years ending 9/30/2008, there were 132 total collisions, 49 of which included injuries, with 1 involving a bicyclist and 3 involving pedestrians along the 20 block segment from N 185th Street to N 205th Street. Several segments and locations on Aurora Avenue N, between N 185th Street and N 205th Street have been given poor safety designations by the Washington Department of Transportation, including being listed as a High Accident Corridor (HAC), and including High Accident Locations (HAL) and Pedestrian Accident Locations (PAL). The current condition of numerous driveways, limited curb and sidewalks, and erratic parking all contribute to the safety issues identified for pedestrians, bicyclists, and vehicles, and reflected in the HAL, HAC, and PAL designations.

The implemented project components on Aurora Avenue N from N 145th Street to N 165th Street have already significantly improved the safety on that section of Aurora. According to data from the Washington Department of Transportation, using data from the 12 months preceding the start of improvements and the 12 months after the improvements were completed; accidents were reduced by 61%. As we are making comparable improvements on the remaining portions of Shoreline's Aurora Corridor, we expect similar reductions in accidents along the entire corridor.

Many components of the Aurora Corridor project will increase safety and mobility. The construction of the raised median with focused left and U-turn pockets, new signals, sidewalks and access control on the street edges will greatly enhance safety, as none of these exist today. The raised median will eliminate the current uncontrolled movements in the center left turn lane. It will also provide left turn pockets at locations that will enhance safety. The median also provides an unofficial refuge for pedestrians that may continue to cross the street at uncontrolled intersections. The improved signals will provide controlled locations for left and U-turn movements, give pedestrians (especially those with mobility challenges) safe crossing locations, and since the bus stops are located at signalized intersections, will provide bus patron crossings at safe locations. The rebuilt signals will include audible elements for the sight impaired, and countdown pedestrian leads.

The proposed project enhances mobility and safety for pedestrians by providing continuous sidewalks, curbs and gutters on both sides of the street where they are primarily absent or, at best, intermittent. Pedestrian linkages to Shoreline's Interurban Trail (completed in 2008) will be constructed as part of the project, further increasing usage of Aurora for pedestrian and transit use. The project will also improve the safety on side streets that intersect Aurora Avenue by providing new sidewalks as part of the re-grading to less steep approach lanes. This will also better connect neighborhoods to the street, especially the access of pedestrians to bus stops.

The overall Aurora Avenue N Corridor improvements benefit the regional transportation system, not simply the city's transportation system. The improvements provided will add BAT lanes, interconnect traffic signals, implement access management, provide longer turning pockets and build a raised median that will increase the safety and

mobility of users in the corridor. Without the addition of the BAT lanes, transit vehicles will remain delayed by traffic congestion. Transit service benefits by the creation of the BAT lanes (to be used by transit and right turning vehicles), transit shelters, sidewalks, signal preemption and the overall improved mobility of the corridor. Even with continued growth in housing and economic factors, in 2022 we anticipate that the LOS along the corridor will maintain a LOS of E or better once the project is completed.

PART 2: QUESTIONS FOR ALL PROJECTS

Instructions: Once Section A, B, or C in Part 1 has been completed, complete all of Part 2 (questions 18-21).

D. Air Quality and Climate Change (20 Points STP, 40 Points CMAQ)

18. Describe how your project will reduce emissions. Include a discussion of the population served by the project – who will benefit, where, and over what time period. Projects may have the potential to reduce emissions in a variety of ways, depending on the type of project. Please provide the requested information if your project contains the elements listed below:

- Diesel retrofits: Describe the types and numbers of vehicles, vessels, or equipment involved, how often they are used, where they are used, how much fuel is consumed annually and when the retrofits will occur.
- Roadway capacity (general purpose and high occupancy vehicles): Describe the roadway and travel conditions before and after the proposed project, including average daily traffic and travel speeds. Describe the potential for multimodal connections, shorter vehicle trips, etc.
- Transit (park-and-ride lots, new or expanded transit service, transit amenities, etc.): What is the current transit ridership in the project area? What are the current transit routes serving the project area? If a park-and-ride lot, how many stalls are being added? Describe how the amenities (or other components of the project) are expected to encourage new transit ridership and shift travel from single occupant vehicles to multimodal options. What is the average trip length for a new rider?
- Bicycle and/or pedestrian facilities: What is the length of the facility? What are the connections to other nonmotorized facilities and to the larger nonmotorized system? Describe the expected travel shed (i.e., land use and population surrounding the project).
- Signalization and other ITS improvements: Describe the existing conditions in the area (i.e., level of service, average daily traffic, etc.), and describe how the project is expected to improve traffic flow (increase speed, reduce idling, remove accidents, etc.). Is there a significant amount of truck traffic (i.e. freight movement) on the facility? Does the project improve traffic flow for particular modes, e.g. HOVs, or types of vehicles, e.g. freight trucks?
- Alternative fuels/vehicles: Describe the change in fuel or vehicle technology. How many vehicles are affected? What are the current conditions?
- Other: Describe how your project has the potential to reduce emissions through technology, improved management or other means, e.g. “no idling” signage & enforcement, auxiliary power units to operate heating, cooling & communications equipment, truck stop electrification, etc.

The Aurora Avenue N project includes several elements that will improve the capacity and mobility of the corridor. The signals will be synchronized to enhance through traffic flow. The addition of BAT lanes in each direction will remove turning movement friction from the through traffic lanes. The intersections will have added turning lanes and lengthened storage so that turning queues will not spillover into through lanes. This will significantly reduce idling time. The project will also include enhanced traffic monitoring with cameras, and in-pavement data equipment. Signals will be synchronized and progressed throughout the corridor and adjusted as necessary to reflect new traffic data as it becomes available. The BAT lanes will greatly improve transit speed and reliability, and will give transit a competitive advantage in the corridor. Additionally, with the addition of sidewalks, the 7,000 daily transit users in the corridor will feel safer. The project will also add bus shelters and other amenities, where currently they are limited or non-existent. All of these items will improve transit reliability and performance and potentially increase ridership. The project will also connect to the immediately adjacent Interurban Trail and adjacent residential neighborhoods,

further increasing mobility to pedestrians, bicyclists and transit users, including those accessing the 600-plus spaces at the two Park and Rides adjacent to the Aurora Corridor.

The Environmental Assessment (EA) completed for the Aurora Corridor Project, from N 165th Street to N 205th Street (Jones & Stokes, November 2007) indicated that emissions reductions would take place once the project is completed. CO hot-spot analysis results show that the 1-hour average and 8-hour average CO concentrations for both No Build and Project Alternative are much lower than the allowable National Ambient Air Quality Standards (NAAQ) limit for each of the modeled years. The models performed show that CO concentrations would decrease from 2005 to 2030, even with a presumed increase in vehicle traffic volumes.

The EA indicated that the project would provide additional capacity in the corridor, thereby reducing the delay experienced by vehicles traveling in the corridor. Less delay would mean higher travel speeds and less idling time at intersections, conditions typically conducive to a reduction in pollutant emissions from vehicle exhaust. Addition of the BAT lanes is anticipated to have a positive affect on air quality for several reasons. Improved transit speed, resulting from travel in a less congested lane, would likely encourage more riders to switch from single-occupant vehicles. Also, buses should experience less delay associated with re-entry into the transit lane (because of the addition of the BAT lane), resulting in a decrease in emissions from buses idling at bus stops.

E. Project Readiness/Financial Plan (10 Points)

Introduction: Two primary tools will be used to obtain information needed to judge a project's ability to proceed: responses to the project readiness question (14) and financial plan question (15) below. The primary objective of the evaluation is to determine whether a sponsor has assembled all of the funding needed to complete the project or phase(s), and when the sponsor will be ready to obligate the requested regional funding. All questions must be completely and accurately filled out in order for this information to be properly assessed. The information will be used to determine:

- When the sponsor can complete all prerequisites needed to obligate the project's requested PSRC funding.
- When the sponsor plans to obligate requested PSRC funding.
- The amount and source of secured funding for the project.
- The amount and source of reasonably expected but unsecured funding for the project.
- Whether PSRC's federal funds will complete the project or a phase of the project.

Note: The standard PSRC definitions will apply for determining when funding is "secured" or "reasonably expected to be secured." These definitions are included in Section 5 of the STP/CMAQ Regional Competition Call for Projects.

19. Project Readiness: Please fill out the questions below if your project is requesting funds for a Right-of-way (ROW) and/or Construction (CN) phase. Projects requesting funds only for a Preliminary Engineering phase need not answer question #19.

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before STP and CMAQ funding is typically eligible to obligate. These questions are designed to identify those requirements and assist sponsors to:

- Identify which requirements apply to their specific project.
- Identify which requirements have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all requirements not yet completed.

Important instructions: For question 19A below, select one of the three options from the drop-down list for each item that applies at the time of submission of this application. These items are based on the documentation requirements for obligation of federal funds. For any item where "Item not yet completed" is

selected, and for any additional requirements pertaining to the project, provide details in question 19B, including the estimated schedule for completion.

19A. Check all items that apply below. Note: if no ROW is required for the project, select “not needed” for sections b through g.

Already completed a. Final FHWA or FTA approval of environmental documents including:

Already completed - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.

Already completed - Section 106 Concurrence.

Already completed - FHWA/FTA Environmental Classification Summary Checklist (or EA or EIS).

Already completed b. True Cost Estimate for Right of Way.

Not yet completed c. Right-of-way Plans (stamped).

Not yet completed d. Relocation Plan (if applicable).

Not yet completed e. Right-of-way Certification.

Not yet completed f. Certification Audit by WSDOT R/W Analyst.

Not yet completed g. Relocation Certification, if applicable.

Not yet completed - WSDOT Certification Audit of Relocation Process, if applicable.

Already completed h. Engineer's Estimate.

Not yet completed i. All environmental permits obtained (e.g., Army Corps of Engineers Permit, HPA, etc.)

19B. Additional information: Include details on any items above that are not yet completed and provide an estimated schedule. Please provide any additional information as appropriate (e.g., status of planning, environmental documentation, permits, design, etc.).

Right-of-way Plans (stamped). – *May 2010.*

Relocation Plan (if applicable). – *May 2010.*

Right-of-way Certification. – *February 2011.*

Certification Audit by WSDOT R/W Analyst. – *March 2011.*

Relocation Certification, if applicable. – *March 2011.*

WSDOT Certification Audit of Relocation Process, if applicable. – *April 2011.*

All environmental permits obtained (e.g., Army Corps of Engineers Permit, HPA, etc.) – *April 2011.*

20. Financial plan: Please fill out Tables A through D below and corresponding questions E through F. The purpose of the tables and questions is to allow sponsors to fully document their project’s financial plan and schedule. Tables A, B, and C build upon one another to provide the estimated cost of each phase as well as a project’s total cost (Table D). The tables require sponsors to list the federal funds being requested from the Regional Competition (Table A), as well as ALL other sources of secured (Table B) and unsecured (Table C) funds needed to complete the project.

Guidelines:

- All requested information must be provided to earn maximum points.
- Provide financial information for all funding types in every applicable phase, and use a separate row for each funding source.
- Totals of federal and other funds listed in Tables A, B, and C should equal the total project cost in Table D.
- Funding commitment letters must be provided for all financial partners.

Required Match: A minimum of 13.5% match is required for both STP and CMAQ funds. Sponsors of projects awarded funds through this competition will be required to provide information on these matching funds at a later date.

Table A: Funding Requested from Countywide Competition

Phase	Estimated Obligation Date by Phase (mm/dd/yy)	PSRC Federal Funding Source (enter either STP or CMAQ; choose only one)	PSRC Federal Funds Amount
PE	01/01/2010	STP	\$2,000,000
ROW	01/01/2010	STP	\$5,500,000
			\$
Totals:			\$7,500,000

Table B: Existing Secured Funding

Phase	Estimated Obligation date by Phase* (mm/dd/yy)	Source	Amount
Planning	Obligated	City Roads Capital	\$50,481
Planning	Obligated	STP	\$323,445
PE	Obligated	City Roads Capital	\$861,414
PE	Obligated	STP	\$1,498,739
PE	Obligated	TIB	\$546,246
ROW	Obligated	City Roads Capital	\$666,632
ROW	Obligated	TIB	\$562,199
ROW	Obligated	Transportation Partnership (TPA)	\$1,159,409
CON	Obligated	City Roads Capital	\$1,269,090
CON	Obligated	TIB	\$4,391,555
CON	Obligated	King County Metro Transit	\$300,000
CON	12/31/09	Regional Mobility	\$1,000,000
CON	Available	City Surface Water	\$300,000
CON	12/31/09	2009 Omnibus Bill	\$475,000
TOTAL:			\$13,404,210

*For tables B and C, "obligation" may be defined as expenditure or other commitment of funds. For assistance, please refer to "Definitions for Secured and Reasonably Expected to be Secured Funding" in Section 5 of the Call for Projects.

Table C: Needed Future Funding (Unsecured) Note: do not include the grant funds requested in Table A

Phase	Estimated Obligation date by Phase (mm/dd/yy)	Source	Amount
CON	01/01/2012		\$27,999,890
			\$
			\$
			\$
			\$
TOTAL:			\$

Table D: Total Project Cost and Schedule (Please provide the total estimated cost and scheduled completion date for each phase of the project.)

Total Estimated Project Cost		Scheduled Completion of Phases	
Phase	Total Estimated Cost	Phase	Scheduled Completion Date (mm/dd/yy)
Planning:	\$373,926	Planning:	12/31/2008
Preliminary Engineering/Design:	\$4,906,399	Preliminary Engineering/Design:	06/30/2010
Right of Way:	\$7,888,240	Right of Way:	01/30/2011
Construction:	\$35,735,535	Construction:	06/01/2012
Other (Specify) :	\$	Other (specify) :	
Total Project Cost:	\$48,904,100	Estimated date of completion (i.e. open for use)	04/01/2012

E. Identify the project phases (PE, ROW, CN, etc.) that will be fully completed if requested funding is obtained:

This funding would complete PE and ROW.

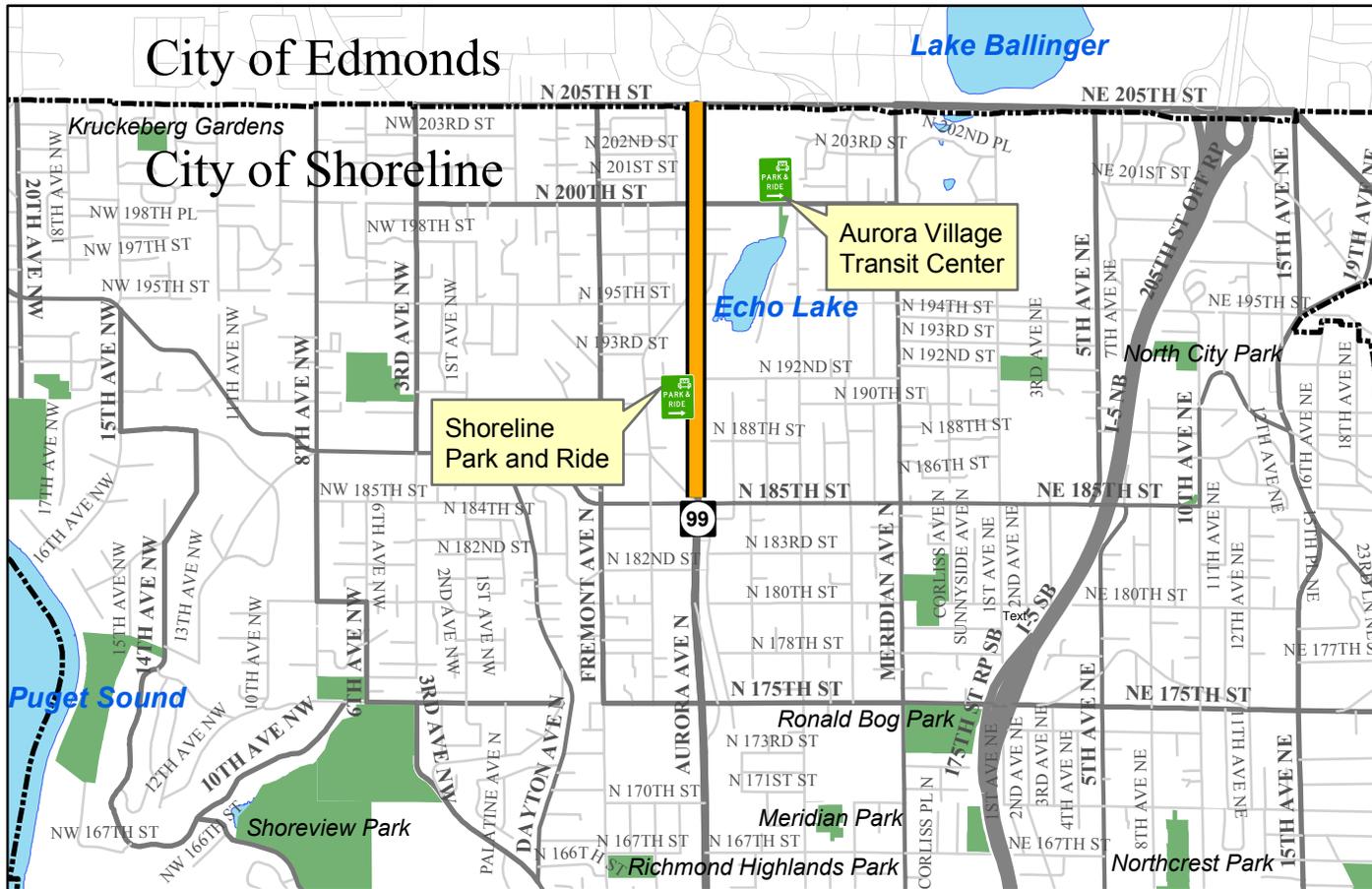
F. If unable to completely fill out Table D (Total Project Cost and Schedule): Use the space below to explain the nature of any project for which the total project cost and/or schedule is presently unknown. For example, a project may study the merits/costs of various routes or construction techniques and, consequently, the total project costs won't be determined until the study is complete.

F. Other Considerations (No Points)

21. Please describe any additional aspects of your project not previously addressed in the application that could be relevant to the final project recommendation and decision-making process, particularly those relating to the support of centers and connecting corridors. Note: no points will be given to this section.

While we have applied for STP funds, we will accept CMAQ funds.

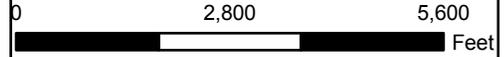
Aurora Corridor Project, N 185th St to N 205th St



SHORELINE

Geographic Information System

Proposed Project Location



1 inch equals 2,500 feet

No warranties of any sort, including accuracy, fitness, or merchantability, accompany this product.

Updated: 2/2009

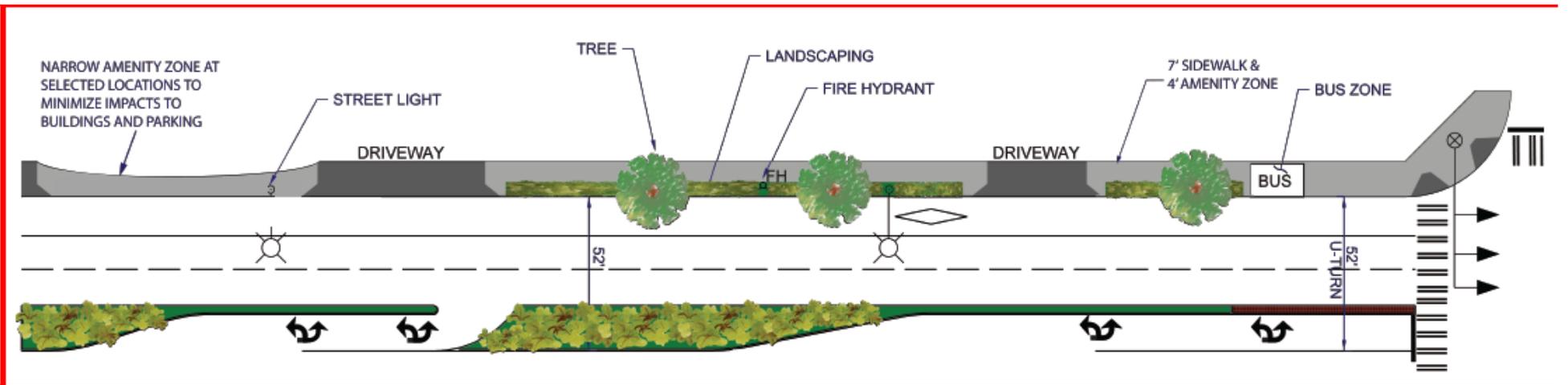
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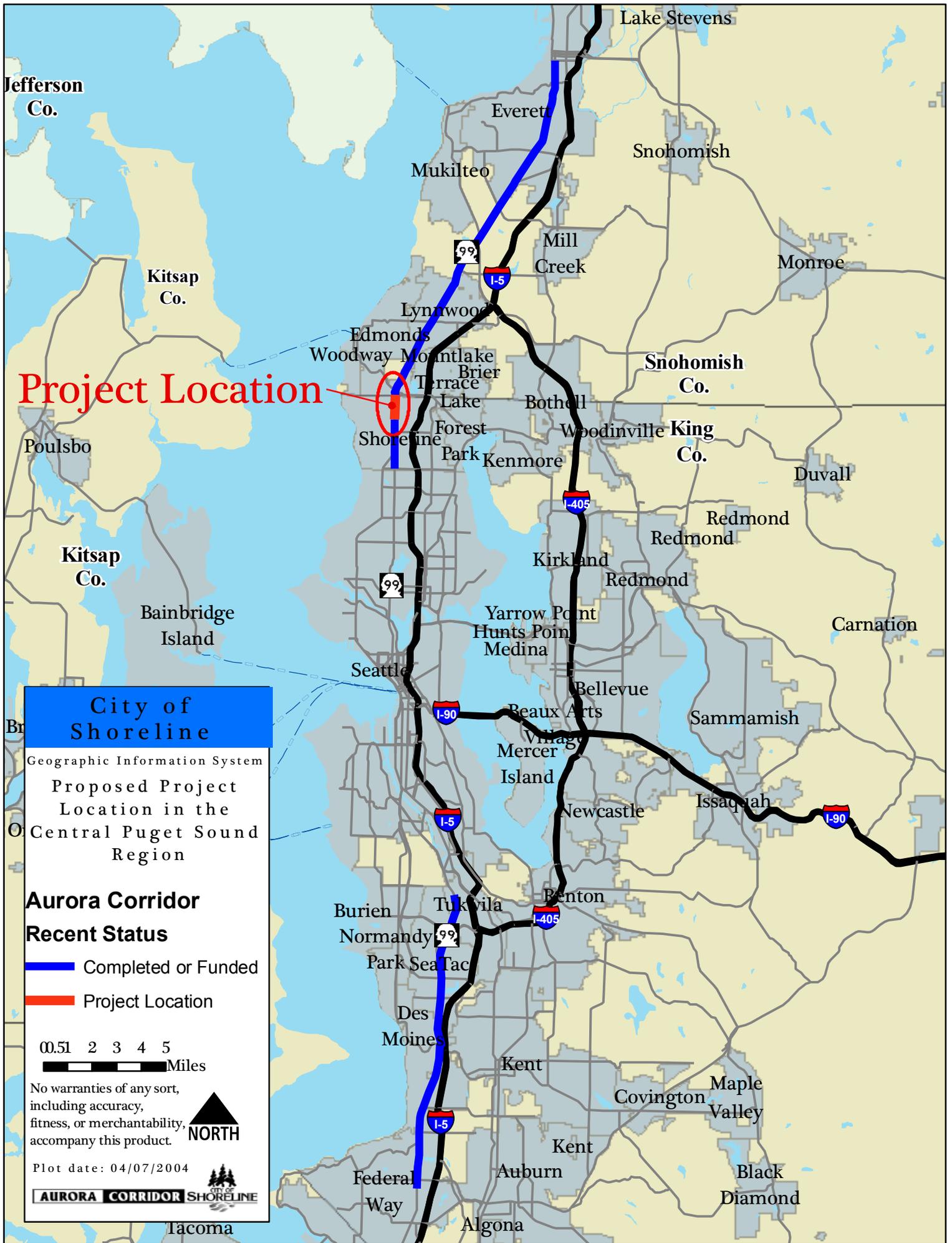


Before



After





Jefferson Co.

Kitsap Co.

Kitsap Co.

Bainbridge Island

City of Shoreline

Geographic Information System
 Proposed Project Location in the Central Puget Sound Region

Aurora Corridor Recent Status

- Completed or Funded
- Project Location

0.5 1 2 3 4 5 Miles

No warranties of any sort, including accuracy, fitness, or merchantability, accompany this product.

Plot date: 04/07/2004

AURORA CORRIDOR SHORELINE

Tacoma

Lake Stevens

Everett

Snohomish

Mukilteo

Mill Creek

Monroe

99

I-5

Lynnwood

Edmonds
 Woodway Mountlake
 Terrace Brier
 Lake

Snohomish Co.

Project Location

Shoreline

Poulsbo

Forest Park

Bothell

Woodinville

King Co.

Duvall

99

I-405

Redmond

Redmond

Kirkland

Redmond

Carnation

Yarrow Point
 Hunts Point

Seattle

Medina

Bellevue

Sammamish

I-90

Beaux Arts

Village

Island

Issaquah

I-5

Newcastle

I-90

Burien

Tukwila

Benton

I-405

Normandy

99

Park SeaTac

Des Moines

Kent

Covington

Maple Valley

Kent

Auburn

Black Diamond

Federal Way

Algona

City of Shoreline - Aurora Avenue N (SR-99), N 185th Street to N 205th Street



Current Conditions



Adopted Design Concept

City of Shoreline Aurora Corridor Project (SR99) The First Mile: N 145th to N 165th Streets



Aurora Interurban Trail Bridge

The City of Shoreline celebrated the completion of the Aurora Corridor Project, N 145th to 165th Streets, and the Interurban Trail Pedestrian Bridges in 2007.

Since Aurora is a major regional transportation corridor, Shoreline's improvements benefit the wider Puget Sound community, especially in regard to transit operations. Shoreline's section of Aurora carries approximately 40-45,000 vehicles per day and is a major transit route.

Improving safety for both pedestrians and motorists is one of the driving forces of the project. Other goals to improve:

- Economic investment potential
- Transit speed and reliability
- Pedestrian access and safety
- Traffic flow and capacity
- Nighttime visibility and safety
- Stormwater control

Shoreline's improvements have already stimulated private investment along the entire three miles of Aurora. This economic development has not only included construction of a variety of new buildings, but has also attracted new businesses and jobs to the area.

Safety has also improved: accidents have decreased by 50% in the first mile since improvements were completed.

Construction of the first mile began in the summer of 2005 and included the Interurban Trail Pedestrian Bridges Project. Combining these two major capital projects into one integrated construction effort helped reduce cost and impacts.

The bridges complete one of the final missing links in the Interurban regional trail system. Now a significant visual landmark for Shoreline, the bridges allow pedestrians and cyclists to safely cross two major arterial streets – Aurora Avenue and 155th Street.

Looking north on Aurora from the bridge

Project Benefits

- Completes frontage improvements with public money, saving private developers the cost
- Boosts economic investment
- Increases property values
- Accommodates growth
- Improves aesthetics and attractiveness
- Increases transit speed, reliability, passenger comfort and safety at stops
- Improves pedestrian safety and access
- Improves nighttime visibility and safety
- Increases traffic capacity, flow and access
- Protects neighborhoods from cut-through traffic
- Improves stormwater control
- Provides upgraded or new utility infrastructure for sewer, water, stormwater, electrical, gas and telecommunications

Project Features

- Two through-lanes and a Business Access and Transit (BAT) lane in each direction
- Seven-foot sidewalks with a four-foot buffer zone between pedestrians and traffic for utilities, bus stops, hydrants and landscaping
- Street, sidewalk and bus shelter lighting
- All new utility infrastructure including underground power lines
- Landscaped medians with left- and U-turn pockets
- New signals, lighted street signs and specially paved crosswalks and bus pads
- New stormwater system with water quality treatment systems
- Two landmark pedestrian bridges providing safe crossing of Aurora and N 155th Street for Interurban Trail users



Improving the three miles of Aurora Avenue N (SR-99) through Shoreline has been a community goal since incorporation in 1995.

The community envisioned a safer and more attractive boulevard that reflected the fact that Aurora is Shoreline's downtown.

We are close to completing that vision.



Aurora Corridor Completing the Vision

The first mile of the Aurora Corridor Project is complete. The second mile is set to begin construction later this year. The City of Shoreline has secured nearly a quarter of the funding needed to complete the third and final mile of the project.

Completing the third mile of Shoreline's Aurora Corridor Project is not only the key to making the community's vision a reality, but so much more:

- Shoreline's Aurora improvements – both completed and planned – have stimulated private investment along the entire length of Aurora.
- The City is working with King County on a transit-oriented development project at the 192nd Park-and-Ride for market-rate and affordable housing units, ground floor retail and relocating the transit center function onto Aurora.
- Shoreline is developing its Civic Center, which includes a new City Hall at 175th just off Aurora.
- Aurora is a major regional highway and carries approximately 50,000 vehicles per day. The remaining mile is the critical link to complete the corridor between downtown Seattle and Snohomish County's Highway 99 improvements.
- As a major transportation network, Aurora connects two transit systems, King County Metro and Community Transit, with approximately 5,000 boardings per day and two park-and-ride facilities with a combined capacity for over 600 vehicles.

Echo Lake Village on Aurora Avenue N at N 192nd Place is just one of the new projects along Aurora that is now under construction.



Project Funding

The total project cost is \$120 million:

- The City completed the first mile in June 2007 for \$28 million.
- The City has secured \$44 million in funding for the second mile, which will begin construction in summer 2009, with completion by the end of 2010.
- Shoreline's 2009 funding request will leverage funding to complete the remaining \$48 million segment of the project.
- To date, \$10.7 million has been secured for the last (third) mile: \$5.5 million TIB, \$500,000 King County, \$600,000 federal and \$1.1 million state gas tax. The remainder is City funding.
- The City is actively pursuing funding through the regional federal project allocation process, through WSDOT safety grants and potentially through FTA as a small start project with King County Metro. Also, the City expects that the TIB will contribute another \$5-8 million to the project.
- In addition, the redevelopment projects along the corridor continue to contribute fee in lieu payments that go toward the project budget. Based on what is available today, the City still needs approximately \$30 million.

City of Shoreline Aurora Corridor Project (SR99) Improvements Spur Private Investment

The City of Shoreline's investment in improving Aurora (SR99) is providing the public infrastructure to stimulate private sector investment, upgrades, redevelopment and expansion of existing businesses. Since 2003, private investments have included over 2.1 million square-feet of new and redeveloped multi-family residential and commercial development along Shoreline's Aurora corridor, including approximately 550 new multi-family units completed or now under construction.

Completed Projects

- Shoreline Bank
- Safeway remodel
- New Watermark Credit Union
- New McDonald's
- Shurgard Storage expansion
- New office and bank building
- New Napa Auto Parts
- New Aqua Quip store
- New Gateway Plaza Shopping Center
- Fred Meyer remodel
- New Walgreens
- New Discount Tire
- New YMCA



Watermark Credit Union is one of the new buildings on the first mile of Aurora Avenue N where the City completed improvements.

Under Construction or Planned

- Shoreline Civic Center/City Hall on 175th just off Aurora
- Echo Lake Village with 450 housing units on an eight-acre site near Echo Lake on Aurora at N 192nd Street
- A three-story medical building
- Redevelopment of Sky Nursery includes quadrupling its indoor space
- A 35,000-square-foot office and retail building with 65 condominiums



Shoreline Bank is on the corner of Aurora and N 160th Street.

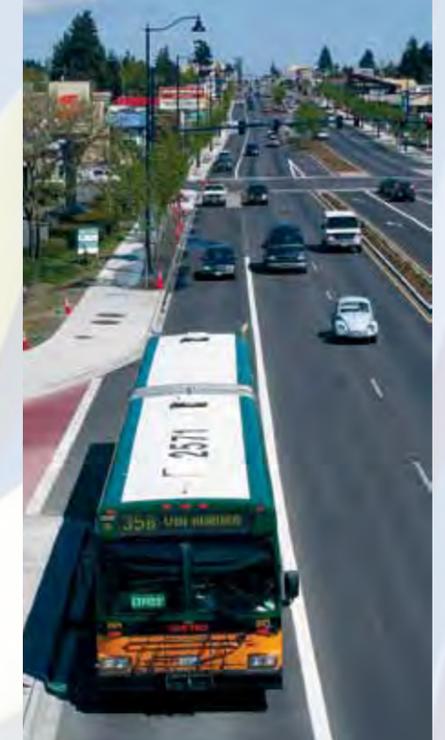
Shoreline Civic Center/City Hall is on N 175th Street, just off Aurora.



City of Shoreline Aurora Corridor Project (SR99) The Next Two Miles: N 165th to 205th Streets



Aurora Avenue looking north from N 165th Street



Like the first mile shown in these photos, the design for the next two miles includes a Business Access and Transit (BAT) lane (above) and two general-purpose lanes in each direction with sidewalks, curbs, gutters and amenity zones on each side of the road (below).

The second mile, N 165th to 185th Streets, is at 90% design with most right-of-way acquired and is essentially funded. The City expects to start construction this summer with completion by the end of 2010.

The remaining mile, N 185th to 205th Streets, will complete Shoreline's Aurora Corridor Project (SR99). This segment will provide the transit lanes necessary to link Snohomish County's BRT and King County's BRT systems.

Amid strong, unified community and regional support, the City Council unanimously adopted a design for the final two miles of Aurora in July 2007. The adopted "flexible" alternative includes:

- A Business Access and Transit (BAT) lane and two general-purpose lanes in each direction;
- Sidewalks, curbs, gutters and amenity zones on each side of the road;
- A landscaped center median with left- and U-turn pockets;
- Intersection improvements with marked pedestrian crossings at signalized intersections;
- A natural stormwater system;
- New street, sidewalk and bus shelter lighting; and
- Underground utilities and improved stormwater facilities.

Since Aurora is a major regional transportation corridor, Shoreline's improvements benefit the wider Puget Sound community, especially in regard to transit operations. Shoreline's section of Aurora carries approximately 40-45,000 vehicles per day and is a major transit route with 5,000 boardings per day.

Shoreline's improvements – both completed and planned – have stimulated private investment along the entire three miles of Aurora. This economic development has not only included construction of a variety of new buildings, but has also attracted new businesses and jobs to the area.

Shoreline has over \$54 million committed to improving the rest of Aurora: \$14.3 million federal, \$27.2 million state and \$2.9 million county plus \$13.5 million in City funds. Approximately \$30 million in additional funding is needed to complete the next two miles.

