

PUGET SOUND REGIONAL COUNCIL PRIORITY PROJECT LIST

NARRATIVE PROJECT INFORMATION *October 2011*

Project Sponsor: Seattle

Project Name: Aurora Avenue North (SR99) Transit, Pedestrian and Safety Improvements

Project Location: Aurora Avenue North (SR99) from North 145 Street to North 105th Street

What type of project is it: Support Centers Corridors Serving Centers

Plan Consistency:

- Transportation 2040 project number: 1743
- Is the project consistent with the Transportation 2040: Yes No

Project Description - No more than two full page - (see evaluation criteria for information to include):

- Briefly describe the project:

The project constructs dedicated transit lanes, additional bus shelters and benches, upgraded lighting, pedestrian safety and access improvements, including new sidewalks, curb ramps and crossings. The City's project supports Metro's future RapidRide E Line which includes real-time bus information.

What is the intended outcome & benefit:

Benefit to Center 20 pts: The project benefits three Regional Growth Centers (Seattle CBD, Seattle Center and South Lake Union) by expanding the person carrying capacity of Aurora Avenue North (SR99), one of the main corridors serving these centers. Person carrying capacity and efficiency will be expanded by high-frequency, limited-stop transit service. This project supports efficiency with dedicated transit lanes, additional bus shelters and benches, upgraded lighting, pedestrian safety and access improvements, including new sidewalks, curb ramps and crossings. The City's project supports Metro's RapidRide E Line slated to begin service in 2013. The SR 99 Corridor serves the South Lake Union Urban Center, Seattle Center Urban Center and Downtown Seattle Urban Center, which include existing jobs and economic development opportunities in four of five targeted clusters according to Spatial Attribute maps. The clusters served include Environment & Alternative Energy, Information Technology, Life Sciences and International Trade. Specifically the South Lake Union Urban Center will be a Life Sciences hub and growth in the center is expected to create 23,000 direct jobs.

System Continuity 20 pts: The project improves access to the centers and makes improvements to the corridor in logical segments. The City of Shoreline has made similar improvements north of 145th that will complement this project. South of 110th, the improvements needed to support Bus Rapid Transit are less capital-intensive and Seattle has implemented these improvements, including restricting peak hour parking, constructing pedestrian improvements (curb ramps and a new crossing). With the combination of this proposed project, the Shoreline project, and the improvements south of N 110th St, there will be a continuous corridor for fast, efficient transit serving the region's major employment and activity center.

Long term benefit/Sustainability 20 pts: The project supports a long-term strategy to maximize the efficiency of the corridor by increasing person-carrying capacity rather than increasing vehicle capacity. The electronic bus arrival information and transit priority equipment both use technology to improve system performance for this non-SOV mode.

Mobility and Accessibility 20 pts: There are ~52,000 Annual Bus Trips and ~1.53 Million Annual Riders at the intersection with 110th. This project, plus the

increase in platform hours that would accompany project implementation, would result in a predicted ridership increase of 22 percent. It also improves conditions for pedestrians and access to transit service (both existing service and future service) by adding sidewalks, curb ramps and drainage where currently missing. By increasing transit use, capacity is made available in the corridor for freight and goods movement.

The project will provide improved transit service to three high-density, mixed-use Urban Centers (Seattle Center, South Lake Union and Seattle CBD). The project is located within one locally designated center. (Aurora Avenue at North 130th Street) The locally designated center supports a variety of higher-density uses, including commercial and multi-family residential uses serving a significant senior population.

The project will be a major improvement in safety through the corridor by providing access management including curbs, planting strips, medians and sidewalk where the existing conditions leave many gaps.

- **Project Status & Timeline**

- Where is the project at in development?**

- The design of North 137^t Street to North 145th Street is at approximately 30% design. The rest of the corridor is approximately 5-10% design.

- What is the timeline for this project from start to completion?**

- (Please identify the major phases)*

- The project is on hold pending funding. If funding is made available, design could begin within 3 years and construction of initial phases within 6 years.

Additional Comments

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