

“The 32 Points”

AURORA CORRIDOR – PRE-DESIGN STUDY

The following “32 Points” were included in Shoreline City Council Resolution #156 on August 23, 1999, accepting the recommendation of the Citizens Advisory Task Force on the Preferred Alternative. These 32 Points were approved unanimously by the CATF on July 8, 1999. The 32 Points are to be used as guides during implementation and design of the project to ensure that concerns of the community and the vision of the City Council are fully addressed.

The goal of the Aurora Corridor Pre-Design project is to develop a design concept that improves safety for pedestrians and drivers, improves the aesthetics and image of the street, adds people moving capacity, and supports existing and future business investments along the street. Landscaping is a key feature in strengthening the image and in supporting the walkability of the corridor.

The preferred design will be based upon Alternative 2, the people mover alternative. The main features of this design concept include the addition of business access transit lanes on the outside of the roadway; curbs, gutters, landscaping/street furnishing strip, and sidewalks on both sides; and the creation of a landscaped center median safety lane with left and u-turn pockets. The recommendation also includes four new signalized intersections and four new pedestrian activated signalized crossings.

1. The maximum number of lanes on an intersection leg shall not exceed eight lanes including turning lanes. Seven lanes is the desired width.
2. Provide ability at intersections for all pedestrians to safely cross (and include median refuge at intersections with pedestrian pushbuttons). New mid-block pedestrian crossings should include pedestrian activated signals. Bus stops and pedestrian crossings will complement each other.
3. Twelve foot sidewalks will be provided on both sides of Aurora the entire length. Consider reducing the initial sidewalk width to mitigate land impacts/acquisitions on existing businesses. Note: a minimum of four feet of a landscaping/street furnishing zone is included in the twelve foot width total above.
4. Utilize more landscaping or colored pavement in sidewalk areas to soften the look. The four foot landscaping/street furnishing strip behind the curb should utilize trees in tree grates/pits (consider a combination tree protector/bike rack), low growing ground cover/shrubs, and could utilize some special paving (or brick) between curb and sidewalk to strengthen the identity of an area.

5. Strive to design the project so that new sidewalks can link to existing recently constructed sidewalks (such as Seattle Restaurant Supply, Drift-on-Inn, Schucks, Hollywood Video, and Easley Cadillac).
6. Re-align the street where possible to avoid property takes.
7. As the final design is developed, work with WSDOT to obtain design approvals for lane width reductions, and look for opportunities to reduce (but not eliminate) the median width both to enable reduction of pavement widths, construction costs, and land impacts/acquisition on existing businesses.
8. Develop median breaks or intersections for business access and U-turns at least every 800-to-1000 feet (these details will be worked out during future design phases and will be based in part on the amount of traffic entering and exiting businesses).
9. Use low growing drought resistant ground-cover and space trees in the median to allow visibility across it.
10. Unify the corridor by adding art, special light fixtures, pavement patterns (and coloring at crosswalks), street furniture, banners, unique bus shelters, etc. to dramatically enhance image and uniqueness of the streetscape and develop it differently than the standard design that has been constructed for most streets.
11. Unify the entire corridor by the use of street trees, lighting, special paving, bus zone design, and other elements to visually connect the corridor along its length.
12. Provide elements in the Interurban/Aurora Junction area, between 175th and 185th that create a safe, pedestrian oriented streetscape. Elements can include special treatments of crossings, linkages to the Interurban Trail, etc.
13. Develop signature gateway designs at 145th and 205th with special interest landscaping, lighting, paving and public art to provide a visual cue to drivers that they have entered a special place.
14. Develop themes that reflect the character and uses of different sections of the street (such as the 150th to 160th area which has a concentration of international businesses, recall the historic significance of the Interurban or other historic elements, and Echo Lake).
15. Utilize the Arts Council and neighborhoods to solicit and select art along the corridor.
16. Strengthen connections to the Interurban Trail through signing and other urban design techniques.

17. Develop a design for closure of Westminster Road between 158th and 155th by developing a southbound right turn lane at 155th Street and converting the existing road section to a driveway entrance to Aurora Square. Also, develop an elevated Interurban trail crossing through “the Triangle” that is integrated with future development of the Triangle (reserve the option to build above Westminster should we not be successful in closing the roadway).
18. Pursue modifying the access to Firlands at 185th, closing Firlands north of 195th, and developing a new signal at 195th.
19. The preferred design shall include:
 - Stormwater management improvements to accompany the project that follow the city's policies;
 - Traffic signal control and coordination technology (including coordination with Seattle and Edmonds SR 99 signal systems);
 - Traffic signal technology to enable transit priority operations;
 - Continuous illumination for traffic safety and pedestrian scale lighting;
 - Undergrounding of overhead utility distribution lines.
20. Traffic signals will include audible elements for the sight-impaired, and wheelchair detection loops for wheelchair users.
21. The City should establish a right-of-way policy to retain or relocate existing businesses along the corridor, including those that do not own the land on which they are located. Consideration should be given to providing financial incentives to those businesses.
22. Work with property and business owners during the preliminary engineering phase to consolidate driveways, share driveways, and potentially to share parking and inter business access across parcel lines. Be creative and sensitive to the parking needs of businesses, including consideration for some potential clustered/shared parking lots (especially if remnant parcels are available).
23. Provide improvements that will not generate an increase in neighborhood spillover traffic.
24. Work with transit agencies to provide increased service and seek capital investments from them to support this project.
25. Develop partnerships with WSDOT and King County/Metro to jointly fund the project.

26. Provide curb bulbs where practical on side streets to reduce pedestrian crossing width and to discourage cut-through traffic.
27. Strengthen and preserve the heritage of the red brick road. If the design impacts the red brick road in its current configuration/location north of 175th, preserve its heritage by relocating it elsewhere.
28. Consider new signalized intersections at 152nd, 165th, 182nd, and 195th.
29. Consider new pedestrian only signalized crossings in the vicinity of 149th, 170th, 180th and 202nd.
30. Sign Ronald Place south of 175th as the route to I-5.
31. Pursue reducing the speed limit to 35 mph where appropriate recognizing the potential impacts of spillover traffic with a lower posted speed.
32. Seek funding to develop a program to assist and encourage businesses to improve their facades.