



# AURORA CORRIDOR

## REPORT CARD

### How the City of Shoreline has applied "The 32 Points" to the design of the Aurora Corridor Project, N. 145th to N. 165th Streets

The Shoreline City Council wanted a design for the Aurora Corridor that was flexible enough to minimize impacts on existing businesses and take into account existing conditions along Aurora while still meeting the goals of the project. To help ensure this flexibility, address concerns of businesses and maintain the community vision for the project, the Citizens Advisory Task Force (CATF) that developed the design concept for Aurora also recommended "The 32 Points" as a guide to be used during final design.

Inside you will find "The 32 Points" that were adopted by the Shoreline City Council in Resolution #156 on August 23, 1999, and a table illustrating how the guidelines were used in the design of the first mile of Aurora from N. 145<sup>th</sup> to N. 165<sup>th</sup> Streets. Future design efforts for the next two miles of Aurora will continue to use these "32 Points." Not all of the "32 Points" were applicable to the current N. 145<sup>th</sup> to N. 165<sup>th</sup> Streets project.

The goal of the Aurora Corridor Project is to improve safety for pedestrians and drivers, add people-moving capacity, improve the appearance of the street, and support existing and future business investments along the corridor. Landscaping is a key feature in strengthening the image and in supporting the walkability of the corridor.

The main features of the design for the Aurora Corridor Project, N. 145th to N. 165th Streets include business access/transit lanes (BAT) on the outside of the roadway; curbs, gutters, landscaping/street furnishing strip, and sidewalks on both sides; and a landscaped center median with left and u-turn pockets. The design also includes new signalized intersections and pedestrian-activated signalized crossings.

The design was based on a concept recommended by the CATF, a 13-member steering committee appointed by the Shoreline City Council. The CATF consisted of an equal representation by businesses and Shoreline citizens to ensure the design concept met a wide range of needs.

## 32 Points (adopted by City Council)

## N. 145<sup>th</sup> - N. 165<sup>th</sup> Response

<p>1. The maximum number of lanes on an intersection leg shall not exceed eight lanes including turning lanes. Seven lanes is the desired width.</p>	<p>1. All intersections have seven lanes except at the south leg of N. 160<sup>th</sup> which has eight lanes due to double left turn design.</p>
<p>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.</p>	<p>2. WSDOT allows median pushbuttons only where median is seven feet wide or more. North leg 160<sup>th</sup> is wired for future pushbutton. No new mid-block ped crossings, but two new signalized intersections at 152<sup>nd</sup> and 165<sup>th</sup>. Bus stops are located at signalized intersections.</p>
<p>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.</p>	<p>3. Council narrowed sidewalks to seven feet. Seven locations have narrower "interim" sidewalks: Pho Thanh, Hideaway Card Room, Seattle Restaurant Supply, CarePlus, Seattle Ski, Goldies Admin Offices, Shays.</p>
<p>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.</p>	<p>4. Amenity zone will have trees in tree grates, and low growing, drought resistant plants. Colored and textured crosswalks, concrete and scored bus pads in BAT lane. Sidewalk is scored with 18" squares.</p>
<p>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).</p>	<p>5. Most of Seattle Restaurant Supply sidewalk will be retained. The other businesses are in the next two miles of Aurora.</p>
<p>6. Re-align the street where possible to avoid property takes.</p>	<p>6. Street alignment shifts in several locations to avoid property takes (145<sup>th</sup>, 160<sup>th</sup> areas). Staff is working with several property owners to transfer back unused right-of-way (Vonada, Safeway, Shoreline Family Auto).</p>
<p>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.</p>	<p>7. WSDOT has granted several deviations to design standards: BAT lane width reduced one foot, turn pocket tapers shortened, median width reduced at 145<sup>th</sup>.</p>
<p>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).</p>	<p>8. Left turn/U-turn pockets average every 350 ft.</p>
<p>9. Use low growing drought resistant ground-cover and space trees in the median to allow visibility across it.</p>	<p>9. Low growing drought resistant ground covers are in medians and in amenity zones. Seven medians have trees, for a total of 36 trees. Trees are columnar-shaped maples and are limbed up to allow visibility across. Trees have been pre-grown under contract to achieve larger planting size. Tree spacing in amenity zone averages every 80 feet.</p>
<p>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.</p>	<p>10. Design includes special light fixtures, scored sidewalks, colored/textured crosswalks and unique bus shelters with custom crowns, benches and trash receptacles. Metal elements are dark blue. Banners are in design process. Bridges include artist-designed concrete patterning on the bridge ramp walls, metal cutout end panels, a non-structural arch, lighting and glass missile barriers.</p>

## 32 Points (adopted by City Council)

## N. 145<sup>th</sup> - N. 165<sup>th</sup> Response

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.

11. Same as #10 above. Bus zones have extra landscaping and lighting. Bus stops in BAT lane are concrete.

12. Provide elements in the Interurban/Aurora Junction area, between 175<sup>th</sup> and 185<sup>th</sup> that create a safe, pedestrian oriented streetscape. Elements can include special treatments of crossings, linkages to the Interurban Trail, etc.

12. Not Applicable to N. 145<sup>th</sup> to N. 165<sup>th</sup> Streets project.

13. Develop signature gateway designs at 145<sup>th</sup> and 205<sup>th</sup> with special interest landscaping, lighting, paving and public art to provide a visual cue to drivers that they have entered a special place.

13. Walgreens included a gateway in its design. Interurban trailhead at 145<sup>th</sup> is a gateway. Interurban trailhead at 205<sup>th</sup> is also a gateway. N. 145<sup>th</sup> Street will be reconstructed in the future.

14. Develop themes that reflect the character and uses of different sections of the street (such as the 150<sup>th</sup> to 160<sup>th</sup> area which has a concentration of international businesses, recall the historic significance of the Interurban or other historic elements, and Echo Lake).

14. Interurban Trail and bridges reflect historic significance. "Orchard" plantings between N. 155<sup>th</sup> and N. 158<sup>th</sup> include historic elements. Staff worked with Metro and artist to design thematic bus shelter roof crown design.

15. Utilize the Arts Council and neighborhoods to solicit and select art along the corridor.

15. Art Jury was appointed and met numerous times to select artist and art elements and to review designs. Art jury held public open house to receive input into designs.

16. Strengthen connections to the Interurban Trail through signing and other urban design techniques.

16. Interurban Trail connections occur at N. 155<sup>th</sup>, N. 157<sup>th</sup>, N. 158<sup>th</sup> at Westminster Way, N. 160<sup>th</sup> and N. 165<sup>th</sup>. Bridges make significant statement of importance of Trail.

17. Develop a design for closure of Westminster Road between 158<sup>th</sup> and 155<sup>th</sup> by developing a southbound right turn lane at 155<sup>th</sup> 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).

17. Project has been designed to accommodate a future south to west right turn lane along Aurora from N. 157<sup>th</sup> to N. 155<sup>th</sup> Streets. Bridge structures have been set back to accommodate future lane if needed. Bridges have been designed to have option to connect to a future building in "the Triangle".

18. Pursue modifying the access to Firlands at 185<sup>th</sup>, closing Firlands north of 195<sup>th</sup>, and developing a new signal at 195<sup>th</sup>.

18. Not Applicable to N. 145<sup>th</sup> to N. 165<sup>th</sup> Streets project.

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.

19. Overall reduction in impervious surfaces. Increase in pervious surfaces through landscaping. Special water treatment devices, detention and retention. Signals are coordinated north and south. Cameras are included. Shoreline partnership with City of Seattle and King County Metro. Transit pre-emption devices are included. Continuous illumination is provided. Some ped scale lighting. Lights will illuminate sidewalks. Bus shelters have lighting. Seattle City Light is undergrounding distribution lines. City is paying for business connections.

20. Traffic signals will include audible elements for the sight-impaired, and wheelchair detection loops for wheelchair users.

20. Traffic signals include audible elements, latest ADA detection and "countdown" pedestrian fixtures. Wheelchair loops were eliminated as cost saving measure.

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.

21. No relocations have been necessary. Halecrest Vet will receive a new awning. No other buildings have been impacted. Project includes interim sidewalks (narrower) in seven locations to avoid building or parking impacts (see #3 above).



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## N. 145<sup>th</sup> - N. 165<sup>th</sup> Response

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).	22. All properties have at least one driveway. Some have reduced number and some are being shared. Several properties with impacted parking because vehicles use right-of-way or back into right-of-way (unsafe) have been redesigned to retain some parking.
23. Provide improvements that will not generate an increase in neighborhood spillover traffic.	23. Capacity of Aurora has been increased. Base traffic counts on nearby local streets have been collected and are monitored. City program in place to respond to increase in neighborhood traffic if shown to be a problem.
24. Work with transit agencies to provide increased service and seek capital investments from them to support this project.	24. Metro has contributed \$500,000 and is paying for and installing bus shelters and furnishings. Transit service continues to increase. Sound Transit has designated Aurora from Everett to Downtown Seattle as a Bus Rapid Transit Corridor.
25. Develop partnerships with WSDOT and King County/Metro to jointly fund the project.	25. Many funding sources are being used: Federal, State, King County, Seattle City Light, Seattle Public Utilities.
26. Provide curb bulbs where practical on side streets to reduce pedestrian crossing width and to discourage cut-through traffic.	26. Interurban Trail crossings of sidestreets have been narrowed. N. 155 <sup>th</sup> Street includes a sidewalk and asphalt path to Westminster. Westminster connection at Aurora has been significantly narrowed. Westminster will have a sidewalk along a portion of Aurora Square frontage to first driveway.
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 175 <sup>th</sup> , preserve its heritage by relocating it elsewhere.	27. Not Applicable to N. 145 <sup>th</sup> - N. 165 <sup>th</sup> Streets project.
28. Consider new signalized intersections at 152 <sup>nd</sup> , 165 <sup>th</sup> , 182 <sup>nd</sup> , and 195 <sup>th</sup> .	28. Signals are included at N. 152 <sup>nd</sup> and N. 165 <sup>th</sup> Streets. N. 182 <sup>nd</sup> and N. 195 <sup>th</sup> Streets will be evaluated in N. 165 <sup>th</sup> to N. 205 <sup>th</sup> Streets process.
29. Consider new pedestrian-only signalized crossings in the vicinity of 149 <sup>th</sup> , 170 <sup>th</sup> , 180 <sup>th</sup> and 202 <sup>nd</sup> .	29. State would not approve a pedestrian or full signal at N. 149 <sup>th</sup> . Will continue to monitor and evaluate. N. 170 <sup>th</sup> has a signal, and improvements to N. 180 <sup>th</sup> are in design (funded by safety grant). N. 202 <sup>nd</sup> will be addressed in N. 165 to N. 205 <sup>th</sup> process.
30. Sign Ronald Place south of 175 <sup>th</sup> as the route to I-5.	30. Not Applicable to N. 145 <sup>th</sup> to N. 165 <sup>th</sup> .
31. Pursue reducing the speed limit to 35 mph where appropriate recognizing the potential impacts of spillover traffic with a lower posted speed.	31. Staff will evaluate once project is completed.
32. Seek funding to develop a program to assist and encourage businesses to improve their facades.	32. Economic Development Program is working on this.



# AURORA CORRIDOR

**For more information about the Aurora Corridor Project:**

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