

Implementation Strategies

Aurora Corridor Improvement Project (N 165th to N 205th Street)

Adopted by Shoreline City Council July 23, 2007

The following Implementation Strategies were adopted by the Shoreline City Council on July 23, 2007 and are intended to guide the implementation of the N 165th – N 205th section of Aurora (note that N 145th – N 165th was completed in 2007). The Implementation Strategies reflect updates to the “32 Points” that were adopted on August 23, 1999. They replace the “32 Points” for the remaining two miles of Aurora construction. The Implementation Strategies are intended to provide flexibility for implementing the adopted design concept for the corridor. On July 23, 2007, the Council also adopted the “Hybrid” or “Flexible” Alternative as the Preferred Alternative for the N 165th to 205th portion of Aurora. The main features of the Preferred Alternative design include the addition of business access/transit lanes on the outside of the roadway; curbs, gutters, and sidewalks; landscaped center median with left and u-turn pockets; and an amenity zone to accommodate natural drainage systems, landscaping and street furniture. The recommendation also includes two new signalized intersections for N 165th to N 205th project.

The goal of the Aurora Corridor Project is to improve safety for pedestrians and drivers, improve the aesthetics and image of the street, add people moving capacity, and support 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.

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 when space permits). New mid-block pedestrian crossings should include pedestrian activated signals. Bus stops and pedestrian crossings will complement each other.
3. The base design shall include seven foot wide sidewalks separated from the curb by a four foot wide utility/amenity zone. Consider reducing the initial sidewalk width to mitigate land impacts/acquisitions on existing businesses. In locations where sidewalk and amenity zone create significant loss of parking or building/structure impacts, an interim width curbside sidewalk must meet the allowable minimum width (seven feet is the preferred minimum width). Once properties redevelop, the full standard will be applied.
4. Use more landscaping or colored pavement in sidewalk areas to improve visual quality. The four foot utility/amenity zone behind the curb should include trees in tree grates/pits, low growing ground cover/shrubs to improve water quality, and

could utilize some special paving (or brick) between curb and sidewalk to strengthen the identity of an area. Continue the special scoring of sidewalk and curb return areas used between 145th and 165th.

5. Strive to design the project so that new sidewalks can link to existing recently constructed sidewalks (such as Hollywood Casino, Drift-on-Inn, Schucks, Hollywood Video, Fire Administration, Walgreens, Sandberg Cadillac, Discount Tire, and Starbucks).
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 on the average of at least every 500 to 800 feet. Prioritize left and u-turn pockets as follows: signalized intersections, immediately upstream of signalized intersections, at local streets, and at high volume or shared driveways.
9. Use low growing, low maintenance, hardy ground-covers and space trees in the median to allow visibility across it. Frontage trees should be columnar shaped, while trees with more canopy are acceptable in the medians. Explore the potential for evergreen trees.
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. The Interurban Trail will serve as the sidewalk on the east side of Aurora from approximately 177th to 185th.
13. Develop signature gateway designs at 145th, 175th, 185th, 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. Use the 1% for arts program, the Shoreline/Lake Forest Park Arts Council and neighborhoods to solicit and select art along the corridor. Consider artist made building parts in the design of the project.
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). NOTE: This has been completed/accomplished with the N 145th – N 165th project.
18. Pursue modifying the access to Firlands at 185th, closing Firlands at 195th, and developing a new signal just north of 195th.
19. The preferred design shall include:
 - * 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 (including those on the west side of Midvale, between 175th and 185th).
20. Traffic signals will include audible elements for the sight-impaired, countdown pedestrian signal heads, and other ADA features.
21. The City will abide by federal and state right-of-way acquisition guidelines. The City covered the costs of underground hookups, and shared the costs of property owner appraisal reviews in the 145th to 165th project. The update of the Right-of-Way Policies and Procedures Manual should continue this practice. Consideration should be given to providing financial incentives to those businesses.
22. Work with property and business owners during the design and right-of-way phases 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). Where frontage parking will be impacted by the project, work with property owners to develop a single access lane shared across parcels with parallel or angled parking.

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. Design bus zones to accommodate future bus rapid transit needs.
25. Continue to aggressively pursue funding opportunities and partnerships with the goal of minimizing the City share of project costs.
26. Provide needed turn lanes and capacity on side streets including pedestrian amenities.
27. Strengthen and preserve the heritage of the red brick road north of 175th by developing the Heritage park north of Walgreens and include red bricks in the Aurora design between 175th and 185th.
28. Consider new signalized intersections at 149th, 152nd, 165th, 182nd, and just north of 195th. Note that 152nd and 165th have already been constructed.
29. Maintain pedestrian signal at 170th, and eliminate the 180th pedestrian signal if the full signal at 182nd is approved.
30. Pursue reducing the speed limit to 35 mph where appropriate recognizing the potential impacts of spillover traffic with a lower posted speed.
31. Seek funding to develop a program to assist and encourage businesses to improve their facades.
32. Provide back of lot (rear) access roads/alleys when possible during project development or as a condition of redevelopment to provide rear access to signalized intersections. Key locations include: both sides of Aurora from 165th to 175th, the east side between 192nd and Echo cove Condos, the west side between 195th and 198th, and the east side between 198th and 200th.
33. Include natural storm drainage features along the corridor when possible. Raingardens, stormwater planter boxes, tree boxes/filter pits, center median swales should be considered. Opportunities for porous concrete should also be explored. Conventional methods such as conveyance pipes, catch basins (with filters), water quality filters, and vaults are also tools that will be explored and used.
34. Use the Economic Development program resources:
 - * To provide pre-construction training for businesses;
 - * To work with business community on joint marketing efforts;
 - * To improve/maximize business health prior to construction;

- * To financially assist businesses during construction with loan programs.

35. Minimize impacts to businesses during construction by:

- * Creatively and clearly delineating driveways and access points;
- * Improving nighttime safety with lighting, visible lane markings, and signage;
- * Continuous pro-active communications with affected businesses;
- * Moving non-safety construction materials and cones out of roadway during non-work hours;
- * Investigating opportunities for non-invasive night work and shortening construction periods during the holidays;
- * Providing adequate advance signing to direct traffic to freeways when major delays or construction activities are planned;
- * Parking construction vehicles so as to not block access or visibility of businesses, especially during non-construction hours;
- * Requiring approval by the City prior to allowing lane blockages during peak hours.

36. Manage and respond to traffic increases on neighborhood streets during construction.