

Attachment C. Preliminary Staff Recommendations for Transportation Policy Amendments in the BelRed Subarea Plan Informed by the Transportation Commission (Clean version)

Key			
	Repealed Policy		New Policy
	Modified Policy		Retained Policy

Policy #	Policy/Action	Reason for Change/CPPs/Notes
S-BR-51	Support the BelRed Subarea Land Use Plan with a multi-modal transportation network that provides enhanced, multi-modal travel connections within the BelRed Subarea, and to other parts of the City and region.	<p>Project lists and maps are not part of Subarea plans (as they once were). This is primarily due to changing circumstances that may modify a project description, remove a project or add a project – each of these circumstances would require a Comprehensive Plan amendment.</p> <p>Project concepts are listed in the Transportation Improvement Program (2023-2028 TIP, Resolution 10101, updated annually) and the Transportation Facilities Plan (2022-2033 TFP, Resolution 10112) is updated every several years.</p>
S-BR-52		Redundant with citywide policy in Volume 1.
S-BR-52-D		Discussions incorporated into preceding narrative.
S-BR-53		<p>Transportation Element, policy TR-53 provides citywide direction.</p> <p>Transportation projects are listed and described in the Transportation Improvement Program (TIP) and the Transportation Facilities Plan (TFP)</p>

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S-BR-54		The design of arterials and local streets is provided for in the citywide <u>Transportation Design Manual</u> . BelRed-specific design components are included in the <u>BelRed Streetscape Plan</u> (This is Appendix B to the Transportation Design Manual). BelRed Street Development Standards are in the Land Use Code 20.25D.140.
S-BR-55	Extend NE Spring Boulevard as a multi-modal corridor that includes vehicular, transit, and non-motorized travel modes to serve east-west trip demand across the BelRed area, while incorporating significant urban open spaces, and environmentally sensitive design features.	In the BelRed Subarea Plan (2009), this arterial was given the generic name of NE 16th Street. The City Council changed the name of the arterial to Spring Boulevard in March 2014. The next and last segment of Spring Boulevard to be complete is between 124th Avenue NE and 130th Avenue NE.
S-BR-55-D		Discussions incorporated into preceding narrative.
S-BR-56	Provide for local streets through development review to establish a new grid system with smaller block sizes, particularly in development nodes; emphasizing continuity, connectivity and community character.	Policy reinforces provisions for Local streets in BelRed that are established in the Land Use Code, BelRed Street Development Standards (BCC 20.25D.140) S-BR-56 is two separate policies because there are two policy topics.
S-BR-56	Minimize crossings of streams and wetlands by local streets; and provide for environmentally friendly pedestrian and bicycle crossings where needed for local connectivity.	Separate policy to provide for ped/bike crossings of streams that are not on streets. One new street crossing is anticipated, Spring Boulevard between 124th Ave NE and 130th Ave NE.
S-BR-57	Encourage developers to provide garage and service vehicle access via local streets rather than along arterial streets.	There are no “secondary” streets or “alleys” defined in the BeRed Subarea Plan or the Land Use Code. Policy intent is to encourage the private sector to develop vehicle access to their new buildings from local streets because arterials have multiple active transportation functions where vehicle access could conflict with active

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		transportation users. This policy intent is implemented through a provision of the Land Use Code (BCC 20.25D.140). This policy intent is also addressed citywide in the Transportation Element, policy TR-60.
S-BR-58	Work with the Washington State Department of Transportation to improve connections to State Route 520 by completing the interchange at 124th Avenue NE, to allow access to and from the east, and to design the project to minimize impacts to adjacent residential neighborhoods.	
S-BR-59		Design covered by the <u>BelRed Streetscape Plan Appendix B to the Transportation Design Manual</u>
S-BR-60	Include Access, Placemaking, and Storage uses where they contribute to the pedestrian environment and other elements of the desired neighborhood character consistent with the Curb Management Plan	On-street parking in BelRed is required on certain streets as defined in the Land Use Code (LUC 20.25D.140.E). On-street parking in BelRed is a component of the Curb Management Plan. In the MAPS curb typologies, on-street designation is slightly more extensive on local streets than the Land Use Code.
S-BR-61		Move to Transportation Element, <i>Environmental Considerations</i> section, as this policy is applicable citywide. This policy direction also exists in the Environment Element, policy EN-67.
S-BR-62		Policy is implemented through the <u>Pedestrian and Bicycle Transportation Plan</u> , the <u>Mobility Implementation Plan</u> , and the BelRed Streetscape Plan.
S-BR-63	Improve pedestrian connectivity and the quality of the pedestrian environment with a complete and connected sidewalk and trail system, including through- block pedestrian connections, and mid-block crossings. Include pedestrian amenities such as pedestrian-scaled lighting, seating, transit shelters, and weather protection.	Specific pedestrian amenities are determined in the context of public projects and private development to address the needs of specific situations. Policy that lists components is not necessary. BelRed Subarea Design Guidelines in the Land Use Code (BCC. 20.25D.150) provide narrative guidance and illustrative examples.

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S-BR-64	Develop a multi-use trail system throughout the Subarea that provides both local and regional connections, including major non-motorized facilities along NE Spring Boulevard, along the West Tributary of Kelsey Creek and other stream corridors, and incorporating the regional Eastrail corridor.	NE 16 th Street is now NE Spring Boulevard.
S-BR-65	Develop multiple access points to the Eastrail corridor.	BNSF corridor is now Eastrail
S-BR-66		Spring Boulevard across the West Tributary (between 124 th Avenue NE and 130 th Avenue NE) will be a bridge structure that will accommodate a trail along the creek below, as well as facilities for pedestrians and bicyclists on the bridge itself. Other trail locations suitable for grade-separation have not been identified.
S-BR-67	Work with transit service providers to ensure the light rail stations in BelRed are well connected by bus and shuttle services.	Specific emphasis added to BelRed for bus connections to light rail. Collaboration with transit service providers is thoroughly covered in citywide policy. Transportation Element: TR-67, TR-69, TR-70, TR-71, TR-72, TR-73, TR-77, TR-80, TR-81, TR-82, TR-83, TR-87, TR-89, TR-94, TR-96, TR-98, TR-103.
S-BR-68		Dated – complete.
S-BR-69		Mobility Implementation Plan (Resolution No. 10085) identifies components at and near bus stops intended to support transit rider comfort, access and information. These components may be implemented through private development or in partnership with transit service providers.
S-BR-70		Dated – complete.
S-BR-71		Transportation Demand Management policies for citywide application are included in the Transportation Element, policies TR-8 through TR-19.

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S-BR-72	Support the development of a Transportation Management Association in BelRed to assist employers in providing commute options for employees.	
S-BR-73		Parking requirements in the Land Use Code have changed over time, particularly in areas that are well supported by transit. This policy would support the continued analysis and evolution of parking requirements.
S-BR-74		Parking supply, including bicycle parking, and the design thereof is a provision of the Land Use Code (BCC 20.25D.120).
S-BR-75		<p>Neighborhood traffic issues and concerns are addressed at a policy level in the Transportation Element (TR-149-TR-157) and projects are identified and implemented through the Neighborhood Traffic Safety Services Program, the intent of which is to:</p> <ul style="list-style-type: none"> • Discourage excessive speed, • Minimize cut-through traffic, • Reduce overflow parking, and • Encourage walking and biking.
S-BR-39	Promote the development of “green streets” throughout the corridor consistent with the BelRed Streetscape Plan, Appendix B in the Transportation Design Manual.	Moved from Parks and Open Space section.