

# Wilburton Vision Implementation CPA

Attachment A: Preliminary Staff Recommendations for Transportation Policy Amendments in the Wilburton/N.E. 8<sup>th</sup> Street Subarea Plan

## Policies to be Retained

Policy Number	Current Policy
S-WI-23	No extension of 124th Avenue south of Main Street should be permitted.
S-WI-24	Preserve the safety of residential streets and the livability of local neighborhoods by discouraging non-local traffic with traffic management methods.
S-WI-27	Coordinate off-street biking and walking facilities with on-street walking and biking facilities to provide safe connections to destinations such as schools, parks, shopping, and transit service.
S-WI-28	Improve arterial streets to provide enhanced pedestrian and bicycle access, safety and comfort throughout the non-residential areas of the subarea.
S-WI-30	Where capital projects are not imminent, encourage the City to make interim improvements for nonmotorized transportation.

## Policies to be Updated

	Repealed Policy
	Modified Policy
	New Policy

Note: Staff reviewed draft Eastrail policy amendments with Planning Commission on May 24, 2023. Subsequent to this meeting, staff have made minor policy modifications, which are **highlighted in yellow**.

Policy Number	Current Policy	Proposed Policy Update (New, Deleted, Retained)
<b>Transportation Policies</b>		
<b>Goal:</b> To create a walkable, bikeable, and transit-rich urban environment that connects neighborhoods, expands mobility options, and integrates mobility needs for all modes.		
S-WI-26	Require new commercial developments to provide internal streets and adjoining lot connections, where appropriate, to reduce arterial street connections and turning movements.	Require new <del>commercial</del> developments to provide internal <del>streets</del> <b>circulation, through-block pedestrian connections,</b> and adjoining lot connections, where appropriate, <b>to break up larger blocks, create greater connectivity, and facilitate local access.</b> <del>to reduce arterial street connections and turning movements.</del>

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NEW 1		Develop a network of internal circulation within the Wilburton TOD that supports vehicular and non-motorized travel and contributes to neighborhood livability.
NEW 2		Minimize the number of parking garage access points along arterials to reduce conflicts between modes.
S-WI-25	Improve local access, street system connectivity and traffic flow by providing additional east-west transportation connections, including an arterial street connection at NE 4th Street between 116th and 120th Avenues and HOV and non-motorized access at NE 6th Street between Downtown and 120th Avenue NE.	Improve local access, <del>and network connectivity for all travel modes. and traffic flow by providing additional east-west transportation connections, including an arterial street connection at NE 4th Street between 116th and 120th Avenues and HOV and non-motorized access at NE 6th Street between Downtown and 120th Avenue NE.</del> <b>and network connectivity for all travel modes.</b>
S-WI-29	Make use of available right of way space to develop north and south bicycle lanes or additional traffic lanes on 116th Avenue NE if use of the auto delivery zone is discontinued.	Use and expand available right of way <b>to develop 116th Ave NE with multimodal improvements and landscaping.</b> <del>to develop north and south bicycle lanes or additional traffic lanes on 116<sup>th</sup> Ave NE if use of the auto delivery zone is discontinued.</del>
NEW 3		Design wayfinding to help pedestrians, cyclists, and transit users navigate within the Wilburton TOD.
NEW 4		Support the planned extension of NE 6 <sup>th</sup> St across I-405 <i>(to 116<sup>th</sup> Ave NE or 120<sup>th</sup> Ave NE)</i> . *To be determined through the EIS process
NEW 5		Improve existing crossings over I-405 to provide safer and more comfortable connections for pedestrians and cyclists between Downtown and the Wilburton TOD.
NEW 6		Allow for emergency, service and maintenance vehicular access to Eastrail, while restricting at-grade public street crossings to existing locations. <del>Prohibit new general purpose vehicular crossings across Eastrail.</del>  *TBD pending the preferred alternative
NEW 7		Provide <del>signalized safe and secure</del> at-grade crossings where Eastrail intersects with NE 4 <sup>th</sup> St, SE 1 <sup>st</sup> St, and SE 5 <sup>th</sup> St.

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NEW 8		Provide identifiable, safe, and frequent access onto Eastrail from adjacent development, Wilburton Station, Grand Connection, 120 <sup>th</sup> Ave NE, and 116 <sup>th</sup> Ave NE.
NEW 9		Collaborate with King County to incorporate Consider design treatments within the Eastrail corridor that improve trail safety for all users. with enhanced treatments where there is greater volume or mixing of trail users.
NEW 10		Coordinate with adjacent property owners to secure dedicated pedestrian paths within and/or adjacent to the Eastrail corridor that provide greater local access along the regional trail.
S-WI-31	Recognize the transportation and recreation uses under consideration for the BNSF rail corridor when considering public and private improvements adjacent to the corridor and preserve the opportunity for future multimodal transportation use and access.	<del>Recognize the transportation and recreation uses under consideration for the BNSF rail corridor when considering public and private improvements adjacent to the corridor and preserve the opportunity for future multimodal transportation use and access.</del>