

# Wilburton Vision Implementation CPA

Attachment A: 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.

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## Policies to be Updated

	Repealed Policy
	Modified Policy
	New Policy

Policy numbers for new policies are for reference only, and do not reflect final policy enumeration in the Wilburton/N.E. 8<sup>th</sup> Street Subarea Plan.

Policy Number	Current Policy	Staff Recommendation (7/13) (New, Deleted, Retained)
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, <b>and</b> network <b>connections</b> <b>connectivity for all travel modes.</b> <del>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>
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.	<del>Use and expand available right of way 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> <b>Develop 116th Avenue NE with planned bicycle facilities, sidewalks, and landscaping.</b>
NEW TR-1		<b>Support intended future land uses with an integrated system of local access and active transportation facilities.</b>
NEW TR-2		<b>Require new developments to provide internal access corridors to facilitate mobility and livability.</b>
NEW TR-3		<b>Work with developers to avoid locating driveway access from arterials.</b>
NEW TR-4		<b>Design and implement a wayfinding program to the benefit of people walking, bicycling, and using transit.</b>
NEW TR-5		<b>Improve the NE 4<sup>th</sup> Street I-405 overpass to provide safer and more comfortable connections for pedestrians and bicyclists.</b>
NEW TR-6		<b>Support the planned extension of NE 6<sup>th</sup> Street to 116<sup>th</sup> Avenue NE for HOV/HOT and Transit access to I-405.</b>
NEW TR-7		<b>Provide for emergency and maintenance vehicular access to Eastrail.</b>

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NEW TR-8		Allow for a new Eastrail vehicular crossing only at the NE 6 <sup>th</sup> Street alignment.
NEW TR-9		Provide signalized crossings where Eastrail intersects with NE 4 <sup>th</sup> Street, SE 1 <sup>st</sup> Street, and SE 5 <sup>th</sup> Street <i>(and potentially NE 6<sup>th</sup> Street)</i> .
NEW TR-10		Provide abundant active transportation access to Eastrail that is identifiable and safe.
NEW TR-11		Collaborate with King County to incorporate safety-related design treatments within the Eastrail corridor.
NEW TR-12		Coordinate with adjacent property owners to secure dedicated active transportation access within/and or adjacent to Eastrail.
NEW TR-13		Implement design components and wayfinding along the Grand Connection to create an accessible and intuitive multimodal connection for all users.
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.	<del>Require new commercial developments to provide internal streets and adjoining lot connections, where appropriate, to reduce arterial street connections and turning movements.</del>
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>