

Wilburton Vision Implementation CPA

Attachment A: Staff Recommendation for Transportation Policy Amendments in the Wilburton/N.E. 8th 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	Repealed Policy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

Policy numbers for new policies are for reference only, and do not reflect final policy enumeration in the Wilburton/N.E. 8th Street Subarea Plan. The 11/9 staff recommendation includes updates (as track changes) to the staff recommendation that was approved by the Transportation Commission on 7/13.

Policy Number	Current Policy	Staff Recommendation (TC approved 7/13) (New, Deleted, Retained)	Staff Recommendation (11/9) (Updated Text)
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, and network connections 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.	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. Rationale: Incorporated into NEW W-TR-1

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S-WI-29	Make use of available right of way space to develop north and south bicycle lanes or additional traffic lanes on 116 th Avenue NE if use of the auto delivery zone is discontinued.	Use and expand available right of way to develop north and south bicycle lanes or additional traffic lanes on 116th Ave NE if use of the auto delivery zone is discontinued. Develop 116th Avenue NE with planned bicycle facilities, sidewalks, and landscaping.	Use and expand available right of way to develop north and south bicycle lanes or additional traffic lanes on 116th Ave NE if use of the auto delivery zone is discontinued. <u>Redesign and develop the Develop-116th Avenue NE corridor with planned bicycle facilities, sidewalks, and landscaping.</u>
NEW WI-TR-1		Support intended future land uses with an integrated system of local access and active transportation facilities.	Support intended future land uses with <u>Incorporate an integrated system of local access and active transportation facilities to support the intended transit-oriented and trail-oriented land use pattern.</u>
NEW WI-TR-2		Require new developments to provide internal access corridors to facilitate mobility and livability.	Require new developments to provide <u>publicly accessible internal access corridors to facilitate mobility and livability through development review.</u>
NEW WI-TR-3		Work with developers to avoid locating driveway access from arterials.	Work with developers to <u>provide garage and service vehicle access via internal access corridors rather than along arterial streets.</u> avoid locating driveway access from arterials.
NEW WI-TR-4		Design and implement a wayfinding program to the benefit of people walking, bicycling, and using transit.	Design and implement a wayfinding program <u>within the neighborhood and along the Grand Connection</u> to the benefit of people walking, bicycling, and using transit.
NEW WI-TR-5		Coordinate with WSDOT to improve the NE 4th Street I-405 overpass to provide safer and more comfortable connections for pedestrians and bicyclists.	Coordinate with WSDOT to improve the NE 4th Street I-405 overpass to provide safer and more comfortable connections for pedestrians and bicyclists.

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Policy Number	Current Policy	Staff Recommendation (TC approved 7/13) (New, Deleted, Retained)	Staff Recommendation (11/9) (Updated Text)
NEW WI-TR-6		Support the planned extension of NE 6 th Street to 116 th Avenue NE for HOV/HOT and Transit access to I-405.	<u>Coordinate with WSDOT to support</u> Support the planned extension of NE 6 th Street to 116 th Avenue NE for HOV/HOT and Transit access to I-405.
NEW WI-TR-7		Provide for emergency and maintenance vehicular access to Eastrail.	Provide for emergency and maintenance vehicular access to Eastrail.
NEW WI-TR-8		Allow for a new Eastrail vehicular crossing only at the NE 6 th Street alignment.	Allow for a new Eastrail vehicular crossing only at the NE 6 th Street alignment. *to be updated post-FEIS
NEW WI-TR-9		Provide signalized crossings where Eastrail intersects with NE 4 th Street, SE 1 st Street, and SE 5 th Street <i>(and potentially NE 6th Street)</i> .	Provide signalized crossings where Eastrail intersects with NE 4th Street, SE 1st Street, and SE 5th Street (and potentially NE 6th Street). Rationale: Signalization will be determined during engineering and design
NEW WI-TR-10		Provide abundant active transportation access to Eastrail that is identifiable and safe.	Provide <u>Secure</u> abundant active transportation access to <u>the Eastrail and along/adjacent to Eastrail through development review.</u> that is identifiable and safe.
NEW WI-TR-11		Collaborate with King County to incorporate safety-related design treatments within the Eastrail corridor.	Collaborate with King County to incorporate <u>trail paving and</u> safety-related design treatments within the Eastrail corridor.
NEW WI-TR-12		Coordinate with adjacent property owners to secure dedicated active transportation access within/and or adjacent to Eastrail.	Coordinate with adjacent property owners to secure dedicated active transportation access within/and or adjacent to Eastrail.

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			Rationale: Incorporated into NEW W-TR-10
NEW WI-TR-13		Implement design components and wayfinding along the Grand Connection to create an accessible and intuitive multimodal connection for all users.	Implement design components and wayfinding along the Grand Connection to create an accessible and intuitive multimodal connection for all users. Rationale: Incorporated into NEW W-TR-4
NEW WI-TR-14			Develop transportation facility design guidelines and standards that support the intended land use pattern, ensure safety and accessibility for all users, and advance an efficient development review process. Rationale: Supports implementation of internal access corridors
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 commercial developments to provide internal streets and adjoining lot connections, where appropriate, to reduce arterial street connections and turning movements.	Require new commercial developments to provide internal streets and adjoining lot connections, where appropriate, to reduce arterial street connections and turning movements.
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.	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.	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.