

Wilburton Vision Implementation CPA

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

The “New Number” column reflects proposed policy enumeration. All policy numbers in the notes column refer to the new number unless noted. ~~Strikethrough~~ means the text is deleted. Underline means the text is new.

Key			
	Repealed Policy		New Policy
	Modified Policy		Retained Policy

New Number	Old Number	Staff Recommendation (TC approved July 13)	Updated Staff Recommendation (March 14)
S-WI-15	S-WI-23	No extension of 124th Avenue south of Main Street should be permitted.	No extension of 124th Avenue south of Main Street should be permitted.
S-WI-16	S-WI-24	Preserve the safety of residential streets and the livability of local neighborhoods by discouraging non-local traffic with traffic management methods.	Preserve the safety of residential streets and the livability of local neighborhoods by discouraging non-local traffic with traffic management methods.
	S-WI-25	Improve local access, <u>and network connections</u> 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 <u>and traffic flow</u> 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.
	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.

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S-WI-17	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.	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-18	S-WI-28	Improve arterial streets to provide enhanced pedestrian and bicycle access, safety and comfort throughout the non-residential areas of the subarea.	Improve arterial streets to provide enhanced pedestrian and bicycle access, safety and comfort throughout the non-residential areas of the subarea.
S-WI-19	S-WI-30	<p>Where capital projects are not imminent, encourage the City to make interim improvements for nonmotorized transportation.</p> <p><i>Discussion: Nonmotorized facilities along the following routes are a high priority:</i></p> <ul style="list-style-type: none"> • 126th Avenue N.E. from N.E. 8th Street to N.E. 7th Street, • N.E. 7th Street from 126th Avenue N.E. to 128th Avenue N.E., • 128th Avenue N.E./S.E. from N.E. 7th Street, and • S.E. 7th Street between 128th Avenue S.E. and the Lake Hills Connector. <p><i>Sidewalks are preferred along this route, but if a sidewalk project is not imminent, then interim facilities are supported.</i></p> <p><i>Interim nonmotorized improvements can be accomplished in several ways from the addition of a shoulder in conjunction with a street resurfacing project to modifications to the channelization (or street painting configurations). Interim</i></p>	<p>Where capital projects are not imminent, encourage the City to make interim improvements for nonmotorized transportation.</p> <p><i>Discussion: Nonmotorized facilities along the following routes are a high priority:</i></p> <ul style="list-style-type: none"> • 126th Avenue N.E. from N.E. 8th Street to N.E. 7th Street, • N.E. 7th Street from 126th Avenue N.E. to 128th Avenue N.E., • 128th Avenue N.E./S.E. from N.E. 7th Street, and • S.E. 7th Street between 128th Avenue S.E. and the Lake Hills Connector. <p><i>Sidewalks are preferred along this route, but if a sidewalk project is not imminent, then interim facilities are supported.</i></p> <p><i>Interim nonmotorized improvements can be accomplished in several ways from the addition of a shoulder in conjunction with a street resurfacing project to modifications to the channelization (or street painting configurations). Interim</i></p>

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		<i>nonmotorized improvements should be designed so that they cannot be used for parking. The Neighborhood Enhancement Program when available would be a funding source for interim improvements.</i>	<i>nonmotorized improvements should be designed so that they cannot be used for parking. The Neighborhood Enhancement Program when available would be a funding source for interim improvements.</i>
	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. <i>Discussion: The Port of Seattle has proposed acquiring the rail corridor from Burlington-Northern Sante Fe (BNSF) for future use as a regional pedestrian/bicycle trail and/or a transportation/rail corridor. As development adjacent to the corridor occurs, the design and placement of streets, driveways, infrastructure, and buildings should take the potential future use of the rail corridor into account so as to avoid inherit conflicts.</i>	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. <i>Discussion: The Port of Seattle has proposed acquiring the rail corridor from Burlington-Northern Sante Fe (BNSF) for future use as a regional pedestrian/bicycle trail and/or a transportation/rail corridor. As development adjacent to the corridor occurs, the design and placement of streets, driveways, infrastructure, and buildings should take the potential future use of the rail corridor into account so as to avoid inherit conflicts.</i>
S-WI-63	S-WI-29	Use and expand available right of way to develop north and south bicycle lanes or additional traffic lanes on 116 th Ave NE if use of the auto-delivery zone is discontinued. <u>Develop 116th Avenue NE with planned bicycle facilities, sidewalks, and landscaping.</u>	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 116th Avenue NE corridor to include planned bicycle facilities, sidewalks, and landscaping.</u>

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S-WI-64		<u>Support intended future land uses with an integrated system of local access and active transportation facilities.</u>	<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>
S-WI-65		<u>Require new developments to provide internal access corridors to facilitate mobility and livability.</u>	<u>Require publicly accessible internal access corridors to facilitate mobility and livability through development review.</u>
S-WI-66		<u>Work with developers to avoid locating driveway access from arterials.</u>	<u>Work with developers to provide vehicle access onto their site via internal access corridors rather than along arterial streets.</u>
S-WI-67		<u>Design and implement a wayfinding program to the benefit of people walking, bicycling, and using transit.</u>	<u>Design and implement a wayfinding program within the neighborhood and along the Grand Connection to the benefit of active transportation and transit users.</u>
S-WI-68		<u>Collaborate with WSDOT to improve the NE 4th Street I-405 overpass to provide safer and more comfortable connections for pedestrians and bicyclists.</u>	<u>Coordinate with WSDOT to improve the NE 4th Street I-405 overpass to provide safer and more comfortable active transportation connections.</u>
S-WI-69		<u>Support the planned extension of NE 6th Street to 116th Avenue NE for HOV/HOT and Transit access to I-405.</u>	<u>Coordinate with WSDOT to support the planned extension of NE 6th Street to 116th Avenue NE for high occupancy vehicle (HOV), high occupancy toll (HOT), and transit access to I-405.</u>
S-WI-70		<u>Provide for emergency and maintenance vehicular access to Eastrail.</u>	<u>Provide for emergency and maintenance vehicular access to the Eastrail.</u>
S-WI-71		<u>Allow for a new Eastrail vehicular crossing only at the NE 6th Street alignment.</u>	<u>Allow for a new Eastrail vehicular crossing only at the NE 6th Street alignment.</u>
		<u>Provide signalized crossings where Eastrail intersects with NE 4th Street, SE 1st Street, and SE 5th Street (and potentially NE 6th Street).</u>	<i>Staff recommended deleting this policy amendment at the November 9 TC meeting since signalization or other traffic controls are determined during engineering and design.</i>

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S-WI-72		<u>Provide abundant active transportation access to Eastrail that is identifiable and safe.</u>	<u>Secure abundant active transportation access to the Eastrail and along/adjacent to the Eastrail through development review.</u>
		<u>Coordinate with adjacent property owners to secure dedicated active transportation access within/and or adjacent to Eastrail.</u>	<i>Staff recommended incorporating this policy amendment into S-WI-72 at the November 9 TC meeting.</i>
S-WI-73		<u>Collaborate with King County to incorporate safety-related design treatments within the Eastrail corridor.</u>	<u>Collaborate with King County to incorporate trail paving and safety-related design treatments within the Eastrail corridor.</u>
		<u>Implement design components and wayfinding along the Grand Connection to create an accessible and intuitive multimodal connection for all users.</u>	<i>Staff recommended incorporating this policy amendment into S-WI-67 at the November 9 TC meeting.</i>
S-WI-74		<i>Staff recommended adding this policy amendment at the November 9 TC meeting to support implementation of access concepts</i>	<u>Use 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.</u>