



Wilburton TOD Access Concepts

Design Guide

Overview Presentation
July 26, 2024

Note: Some content in this presentation will continue to be updated to reflect changes to the draft LUCA and further work on the Design Guide.




PRELIMINARY – content under development

Policy Implementation

- **Local access and smaller blocks:** create system of small blocks, low-speed/volume corridors, and active transportation connections to serve neighborhood and site-specific access
- **Multimodal connections to and through the Wilburton TOD area:** support multimodal facilities that provide connections within Wilburton
- **Eastrail as defining trail and park corridor:** implement Eastrail Framework Plan for the 1.2-mile Wilburton portion of the Eastrail corridor within Wilburton

WILBURTON/N.E. 8TH STREET →



WILBURTON/N.E. 8TH STREET

WHAT YOU WILL FIND IN THIS PLAN

The community Overview, Goals, and Policies for Wilburton/N.E. 8th Street including the 2024 update adding the Vision, Goals, and Policies for the Wilburton Transit-Oriented Development (TOD) area.

The Subarea Plan was recently updated to address policies pertaining to the Wilburton TOD area. Updates to the full Subarea Plan will be addressed as part of the neighborhood area planning process.

GOAL

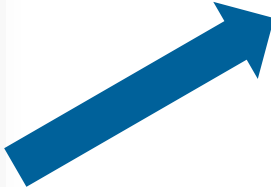
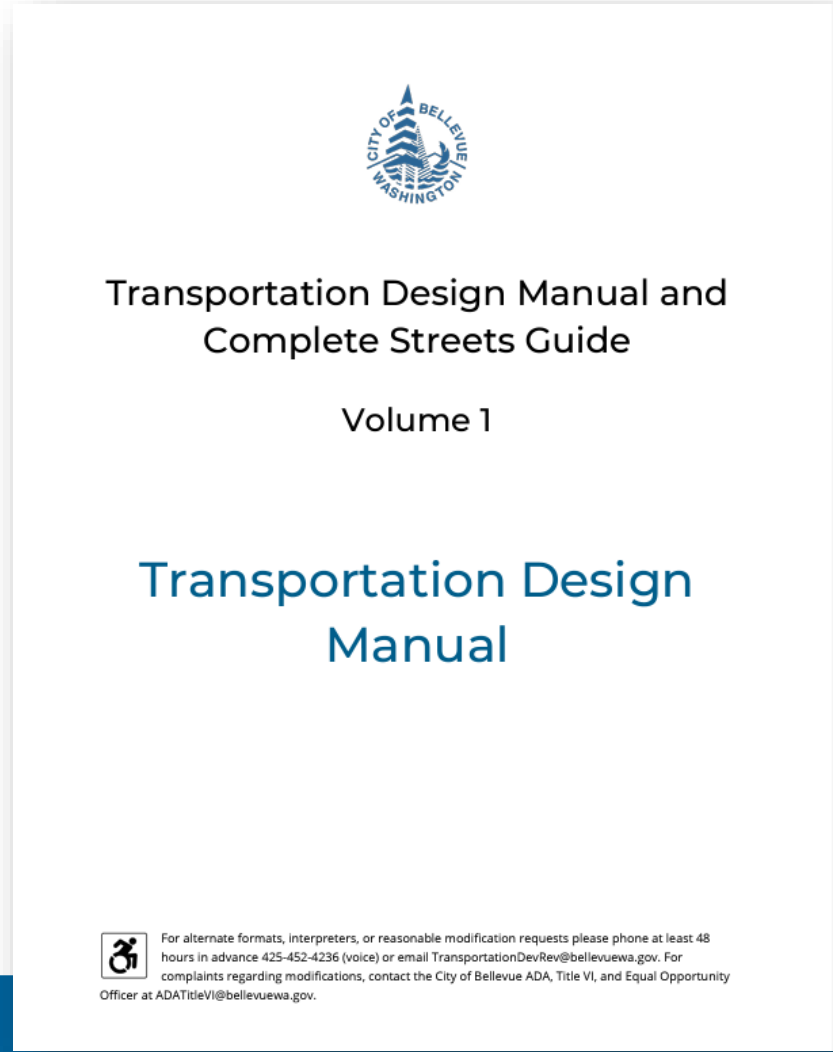
- To distinguish residential, recreational, open space, commercial, and mixed-use areas from one another.
- To protect and enhance natural systems and open spaces.
- To improve active transportation connections, transit accessibility, and attractiveness of commercial and mixed-use areas for community members.
- To support higher-density mixed use development in the Wilburton Transit-Oriented Development (TOD) area that complements Downtown, provides new housing and job opportunities, and provides convenient access to transit, amenities, and services for the adjacent neighborhoods.
- To provide for a transition in scale and use between the Wilburton TOD area and adjacent residential areas.

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Implementation Tools

Multimodal Access & Walkability	
Land Use Code	Access Concepts Design Guide
<i>General requirements for access types</i>	<i>Design standards, required design components, and guidelines for access types</i>
Examples of content	
<ul style="list-style-type: none">• Block perimeter and length• Definition of block• Public local access street locations• Eastrail access requirements	<ul style="list-style-type: none">• Required design components, layout, and dimensions• Intersection design standards• References primarily to Transportation Design Manual• Representative images

Reference Standards



1. American Association of State Highway and Transportation Officials (AASHTO), A Policy on Geometric Design of Highways and Streets (Green Book, current version)
2. AASHTO, Load and Resistance Factor Design [AASHTO LRFD] Bridge Design Specifications
3. AASHTO, Guide for Design of Pavement Structures
4. AASHTO, Guide to the Development of Bicycle Facilities
5. AASHTO, Guide for Planning, Design and Operation of Pedestrian Facilities
6. AASHTO, Roadside Design Guide
7. American Society for Testing and Materials (ASTM)
8. Americans with Disabilities Act (ADA)
9. Public Right of Way Accessibility Guidelines (PROWAG)
10. Federal Highway Administration (FHWA), Manual on Uniform Traffic Control Devices (MUTCD)
11. National Association of City Transportation Officials (NACTO) Urban Street Design Guideline
12. NACTO, Urban Bikeway Design Guide
13. Transit Street Design Guide
14. Transportation Research Board (TRB), Highway Capacity Manual
15. WSDOT Design Manual
16. WSDOT Bridge Design Manual Load and Resistance Factor Design (LRFD)
17. WSDOT Geotechnical Design Manual

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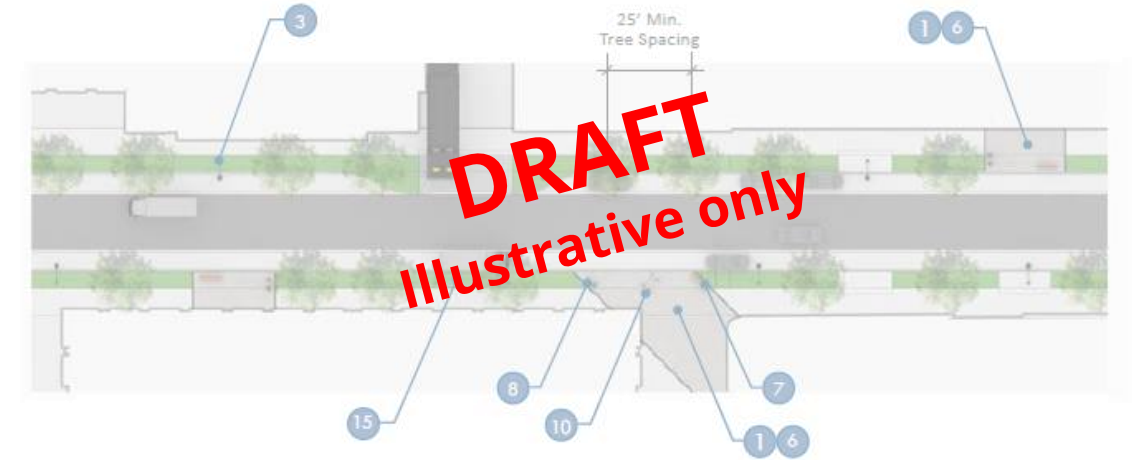
Access Components

Motorized Zone

- Travel Lanes
- Parking (including on-street parking, load zones)
- Bicycle Facilities
- Curb

Non-Motorized Zone






- Bulbout (within parking lane)
- Amenity Zone (including landscape, street trees, bike racks, furnishings)
- Through Zone



Access Types




- Access types on map are representative
- Access types defined by function
- Final locations determined during development review process based on LUC requirements and individual parcel conditions

Public Access Types

-  **Flexible Access**
Active transportation and essential vehicular access (i.e. garage, pick-up/drop-off) to support future development
-  **Local Street**
Public street for vehicular and active transportation access
-  **Active Transportation Access**
Pedestrian and bicycle access
-  **Multi-Purpose Paths**
Planned Existing
-  **Arterial Streetscape Improvements**
Enhanced active transportation experience, landscape, and traffic safety

Major Capital Improvements

**Shown for reference only*

-  **Grand Connection**
-  **Eastrail Corridor ROW & Trail**
-  **NE 6th St HOV/HOT/Transit**



Local Access Street



Function: Public street for vehicular access to properties and for active transportation access

Local Access Street Dimensions							
Minimum Corridor Width: 70'							
	Motorized Zone				Non-Motorized Zone		
	Design Components						
	Vehicle	Parking	Bicycle	Curb	Amenity Zone	Through Zone	Other
	Required 20'	Required (2) 8'	N/A	Required (2) 6" curb	Required (2) 6'	Required (2) 10'	Required Additional amenity and ped. areas up to 70'
Dedicated as public ROW					24/7 public access easement		

- **Note on bicycle facilities:** Dedicated bicycle lane and buffer in the uphill direction may be constructed in place of a parking lane as determined through development review.

Local Access Street: Examples



121st Ave NE between NE 14th Terrace and NE Spring Blvd
Spring District, Bellevue



NE Shen St between 152nd Ave NE and Cedar Ave NE
Esterra Park, Redmond

Flexible Access Street

Condition A: General vehicle access

Note: Recommended locations for access - representative only.



Function: Active transportation and essential vehicular access (i.e. garage access, service vehicle access, emergency access) to support development

Flexible Access Street Dimensions

Minimum Corridor Width: 51'

		Motorized Zone			Non-Motorized Zone		
Design Components							
Vehicle	Parking	Bicycle	Curb	Amenity Zone	Through Zone	Other	
Required	Option	N/A	Required	Required	Required	N/A	
20'			(2) 6" curb	(2) 5'	(2) 10'		

24/7 public access easement

24/7 public access easement

- **Note on parking:** If project provides on-street parking, the corridor must be widened beyond the minimum by an additional 8' per parking lane.

Flexible Access Street

Condition B: Emergency & service access only

Note: Recommended locations for access - representative only.



Function: Active transportation and essential vehicular access (i.e. service vehicle access, emergency access) to support development

Flexible Access Street Dimensions

Minimum Corridor Width: 51'

	Motorized Zone				Non-Motorized Zone		
	Design Components						
	Vehicle	Parking	Bicycle	Curb	Amenity Zone	Through Zone	Other
	Required	N/A	N/A	N/A	N/A	N/A	Required
	20' primary path for shared ped, bicycle and emergency and service vehicle access		Shared with 20' primary path			Shared with 20' primary path	Additional amenity and ped. areas up to 51'

24/7 public access easement

24/7 public access easement



PRELIMINARY – content under development

Flexible Access Street: Examples



Tagore Ave NE between NE Turing St and NE Hopper St
Esterra Park, Redmond



NE 22nd Pl between Bel-Red Rd and 156th Ave NE
Vue 22, Bellevue



PRELIMINARY – content under development

Active Transportation Access

Condition A: Active transportation access only

Note: Recommended locations for access - representative only.



Function: Pedestrian and bicycle access

Active Transportation Access Dimensions						
Minimum Corridor Width: 30'						
Motorized Zone				Non-Motorized Zone		
Design Components						
Vehicle	Parking	Bicycle	Curb	Amenity Zone	Through Zone	Other
No motorized zone in this access type				N/A	Required	Required
					14' for active transportation access	Additional landscape and active transport areas up to 30'

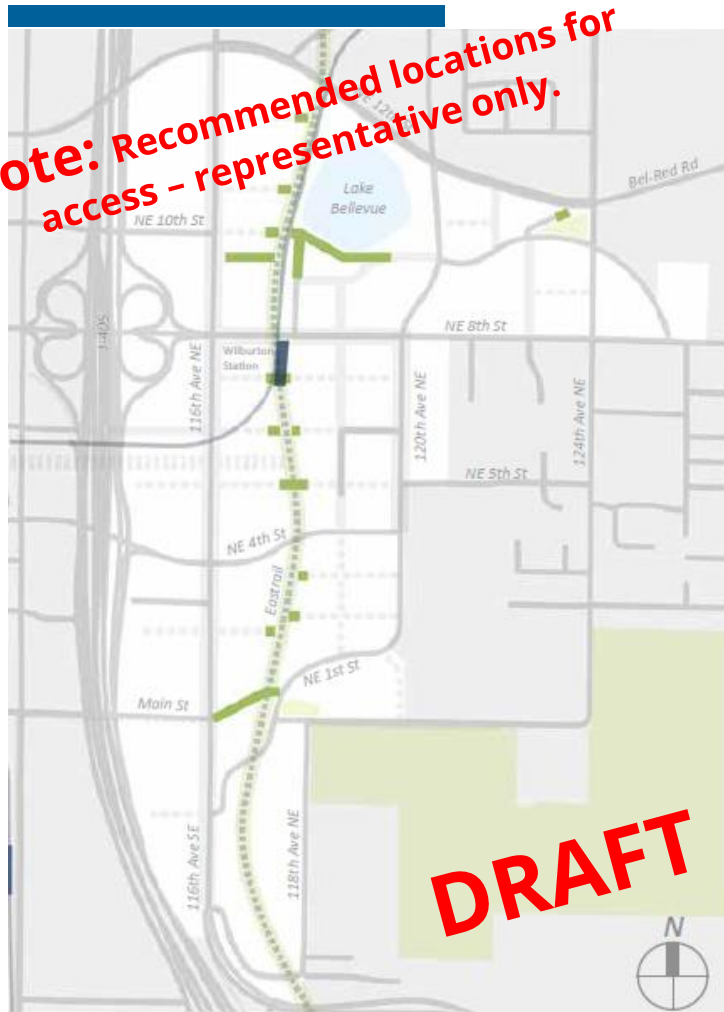


24/7 public access easement

Active Transportation Access Condition B:

Active transportation and emergency vehicle access to Eastrail

Note: Recommended locations for access - representative only.



Function: Pedestrian and bicycle access

Active Transportation Access Dimensions						
Minimum Corridor Width: 30'						
Motorized Zone				Non-Motorized Zone		
Design Components						
Vehicle	Parking	Bicycle	Curb	Amenity Zone	Through Zone	Other
No motorized zone in this access type				N/A	Required	Required
					20' for shared active transportation and emergency vehicle access	Additional landscape and active transport. areas up to 30'

24/7 public access easement

- **Note on emergency access:** Only a few specific locations where this is required; primarily from east due to topography

Active Transportation Access: Examples



Between NE 14th Terrace & NE Spring Blvd
Spring District, Bellevue



Between 24th Ave NE and Burke-Gilman Trail
University Village, Seattle



PRELIMINARY – content under development

Through-Block Access

- Through-block access cannot be used to meet project's block perimeter requirement

Function: Active transportation access through and between larger blocks or development sites

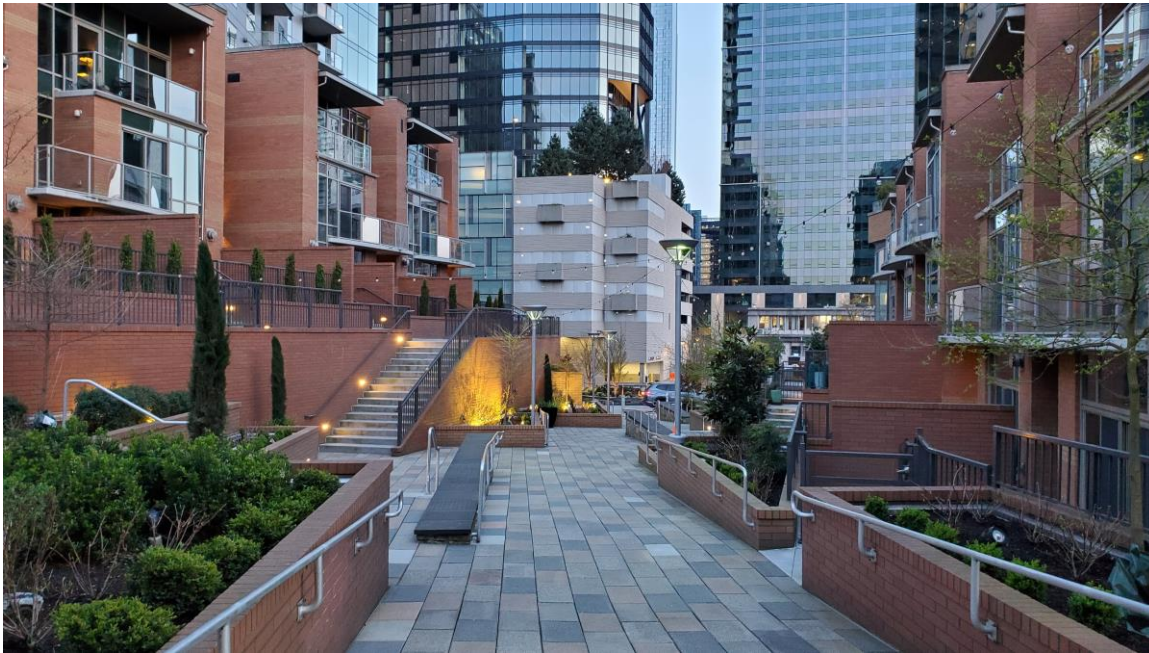
Through-Block Access Dimensions							
Minimum Corridor Width: 14'							
Motorized Zone				Non-Motorized Zone			
Design Components							
Vehicle	Parking	Bicycle	Curb	Amenity Zone	Through Zone	Other	
No motorized zone in this access type				N/A	Required	Optional	
					14' for active transportation access	Additional width to provide for landscape, active uses, access to light and air	



24/7 public access easement



Through-Block Access: Examples

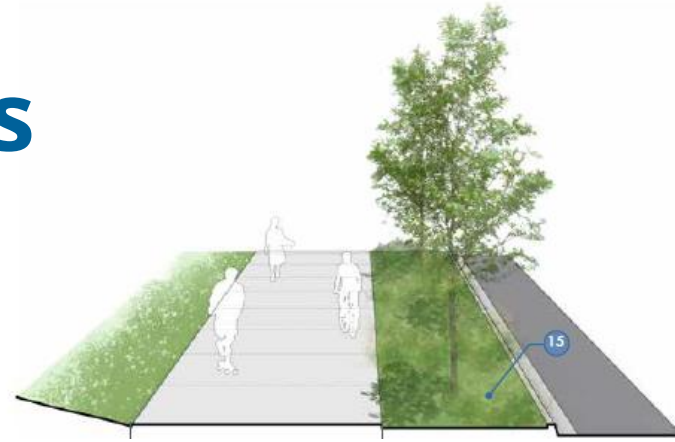


Washington Square
Downtown, Bellevue



West Main
Downtown, Bellevue

Multi-Purpose Paths



Multi-Purpose Path Dimensions

Minimum Width: 19'							
Motorized Zone				Non-Motorized Zone			
Design Components							
Vehicle	Parking	Bicycle	Curb	Amenity Zone	Through Zone	Other	
Varies per roadway / access type				Required	Required	N/A	
				5'	14' for active transportation access	N/A	



24/7 public access easement



PRELIMINARY – content under development

Arterial Streetscape Enhancements



- General design guidance for arterials + location-specific design guidance for 116th Ave NE, NE 8th St, and 120th Ave NE to inform frontage improvements and capital projects
- Existing # of travel lanes to remain
- Streetscape enhancements *within motorized zone* may include median landscaping, signalized mid-block crossings, and bicycle facilities
- Streetscape enhancements *within non-motorized zone* include landscaping, street trees, sidewalk, and other streetscape elements

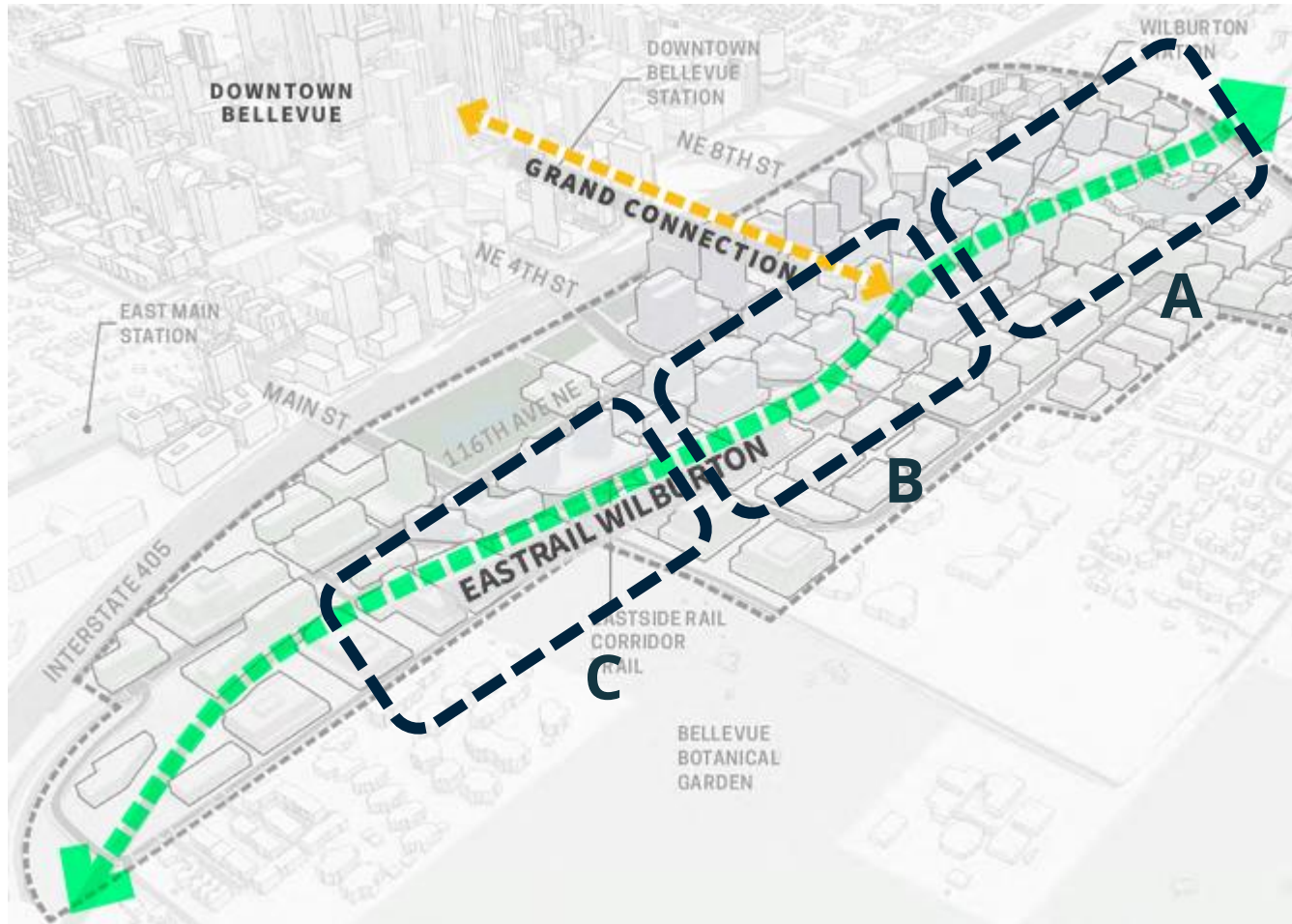
Intersection Types

- Design concepts and standards for various intersection types
- Includes guidance on corner design (curb radii, curb ramps, bulb-outs), crosswalks, traffic control

Examples of Intersections			
1	Arterial Street	X	Midblock Crossing
2	Arterial Street	X	Local Access
3	Arterial Street	X	Flexible Access
4	Flexible Access	X	Flexible Access
5	Flexible Access	X	Local Access
6	Flexible Access	X	Street End



Connections to Eastrail



- Techniques to provide accessible east-west active transportation connections to Eastrail, accounting for elevation change
- Techniques that recognize context differences between the following segments:
 - A. Between NE 8th St and NE 12th St
 - B. Between NE 4th St and NE 8th St
 - C. Between SE 1st St and NE 4th St

Next Steps (dates TBD)

- **City working with consultant team** on a full draft Design Guide document



- **Stakeholder engagement** to inform stakeholders of content and recommendations prior to final document



- **Completion and approval of final document as appendix to Transportation Design Manual by the Transportation director** anticipated to coincide with LUCA adoption



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Design Guide

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