Wilburton TOD Access Concepts
Design Guide

Overview Presentation
July 26, 2024

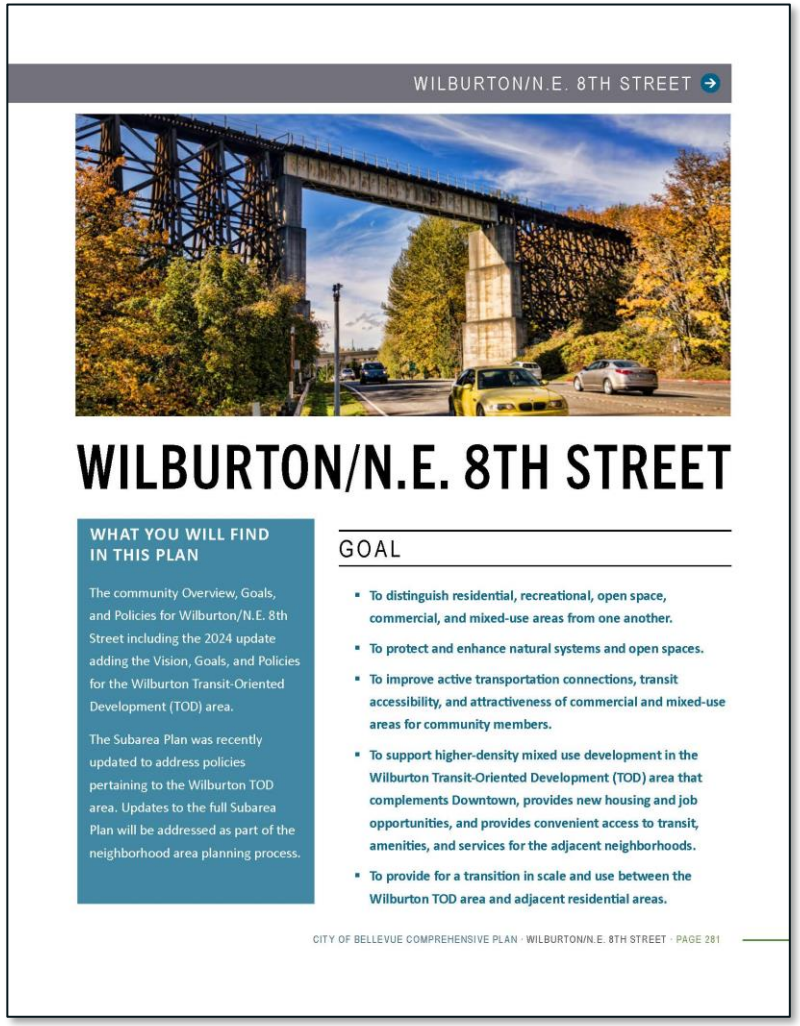
Note: Some content in this presentation will continue to be updated to reflect changes to the draft LUCA and further work on the Design Guide.

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

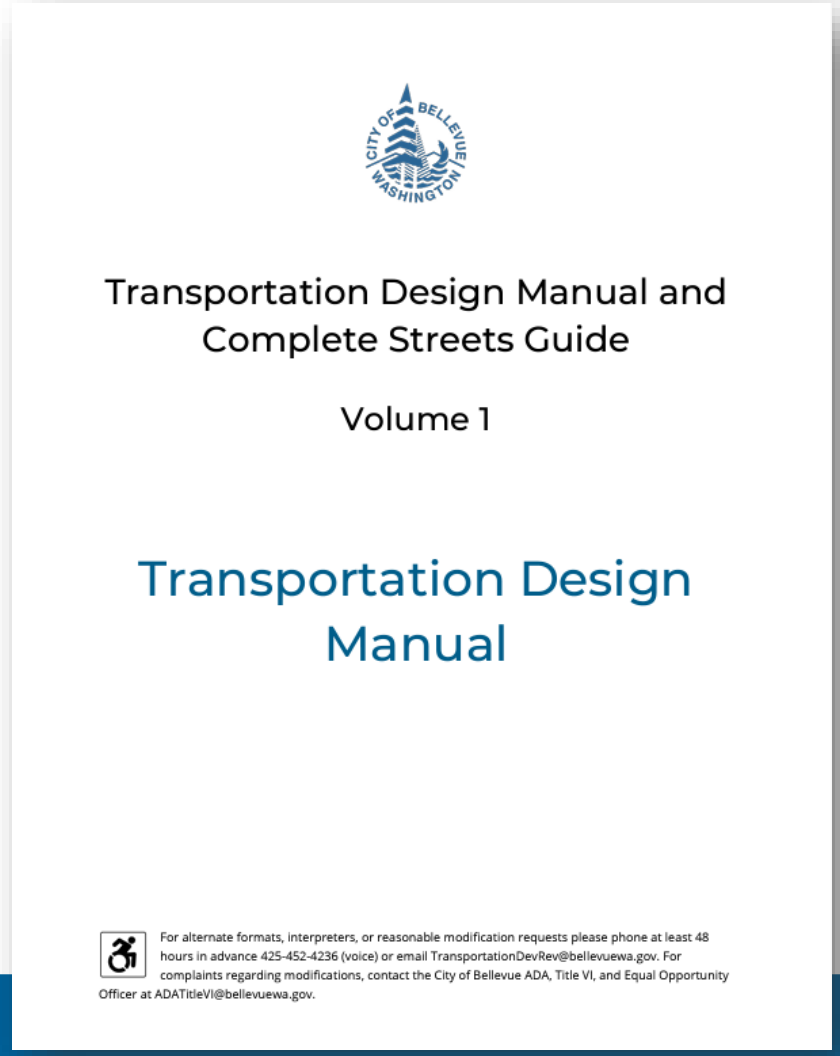
- **Eastrail as defining trail and park corridor**: implement Eastrail Framework Plan for the 1.2-mile Wilburton portion of the Eastrail corridor within Wilburton



Implementation Tools

Multimodal Access & Walkability	
Land Use Code	**Access Concepts Design Guide**
General requirements for access types	*Design standards, required design components, and guidelines for access types*
Examples of content	
• Block perimeter and length • Definition of block • Public local access street locations • Eastrail access requirements	• Required design components, layout, and dimensions • Intersection design standards • References primarily to Transportation Design Manual • Representative images

Reference Standards



Transportation Design Manual and Complete Streets Guide

Volume 1

Transportation Design Manual

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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

PRELIMINARY – content under development

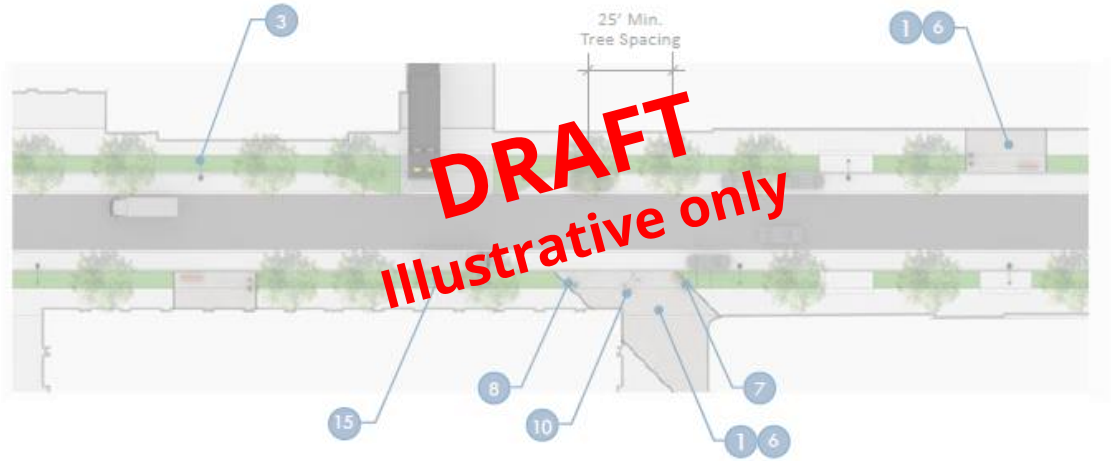
Access Components

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

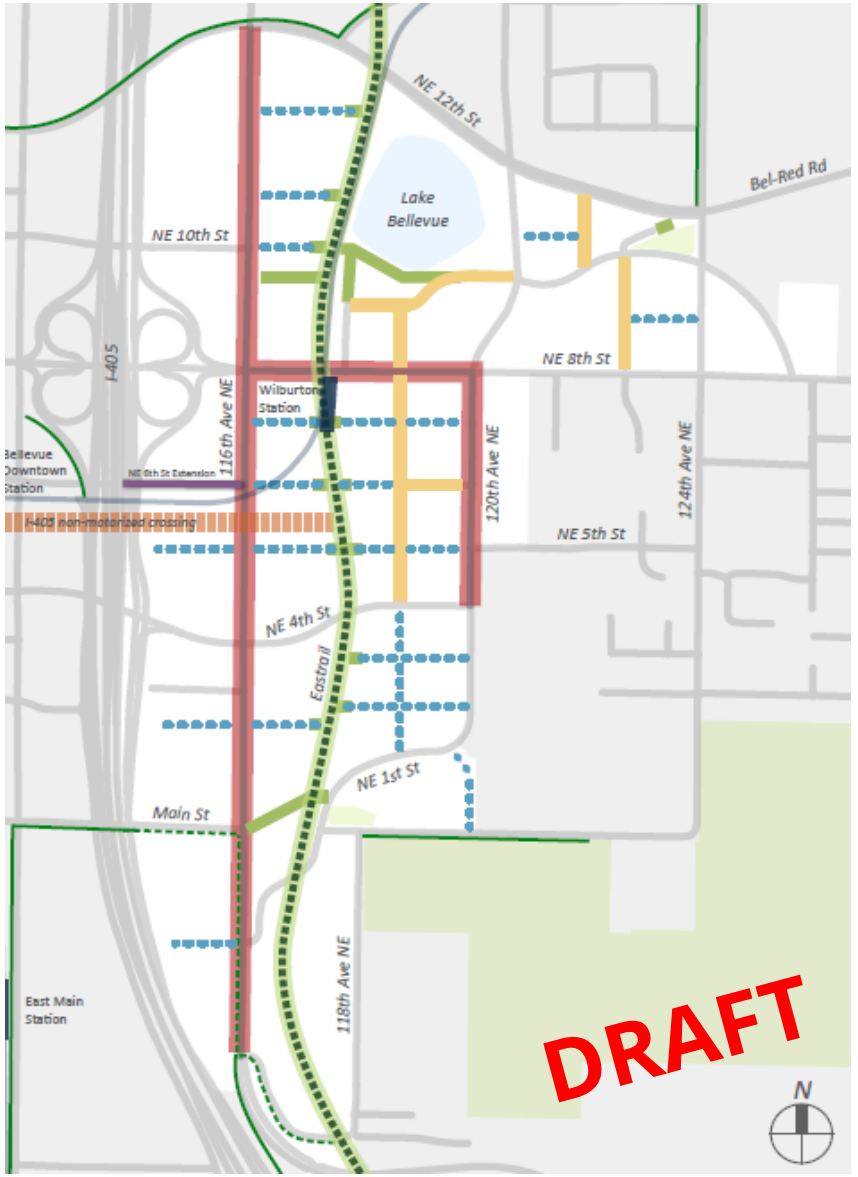
Planned *Existing*
Multi-Purpose Paths

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	Required	N/A	Required	Required	Required	Required
	20’	(2) 8’		(2) 6” curb	(2) 6’	(2) 10’	Additional amenity and ped. areas up to 70’

Dedicated as public ROW

24/7 public access easement

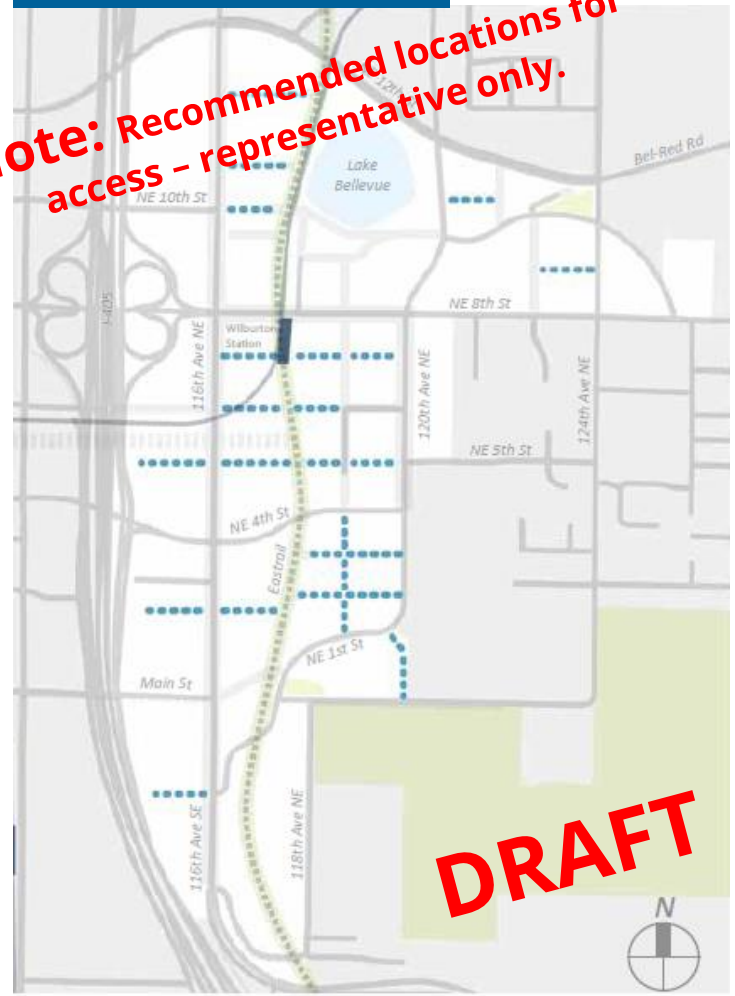
- **Note on bicycle facilities:** Dedicated bicycle lane and buffer in the uphill direction may be constructed in place of a parking lane as determined through development review.

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



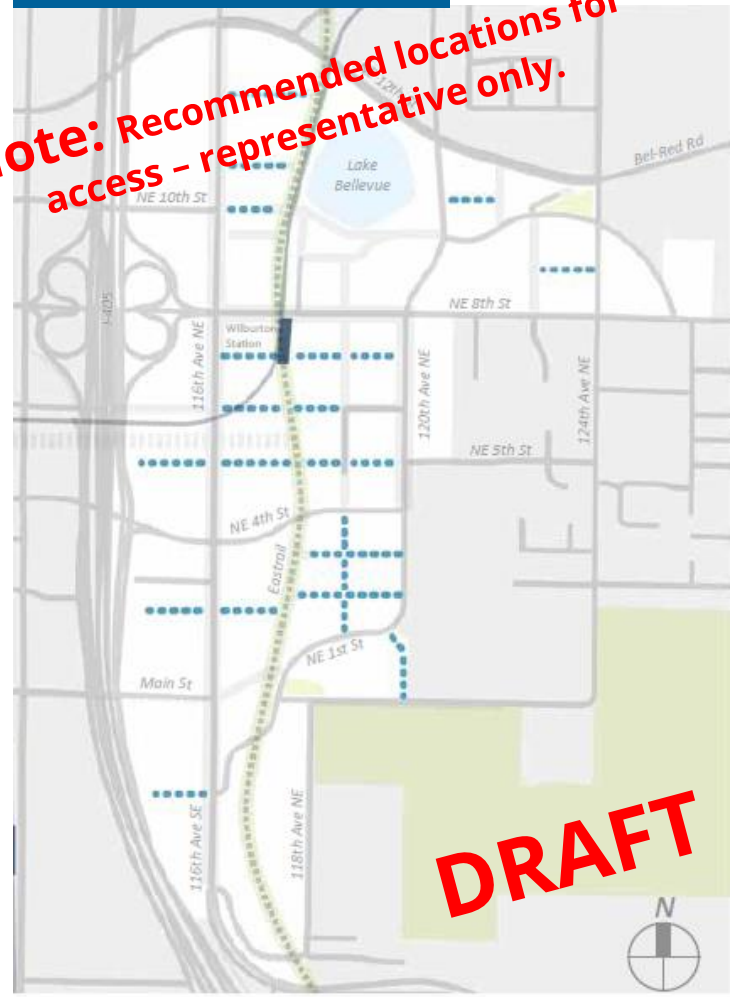
Function: Active transportation and essential vehicular access (i.e. garage access, service vehicle access, emergency access) to support development

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



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

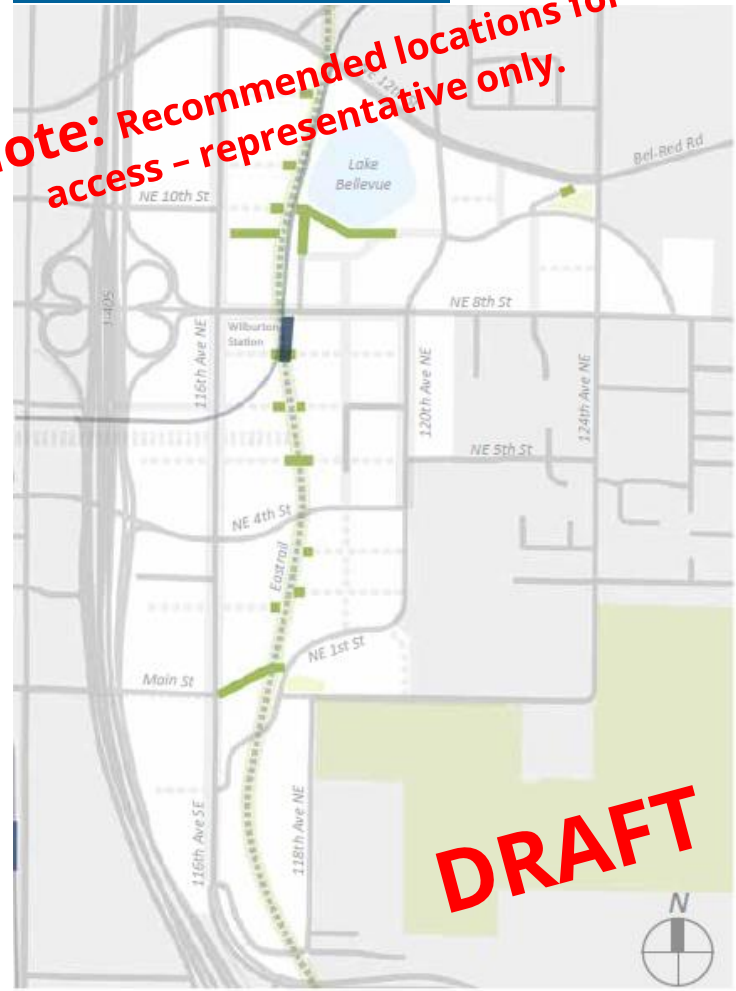
24/7 public access easement

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

Active Transportation Access Condition A: Active transportation access only



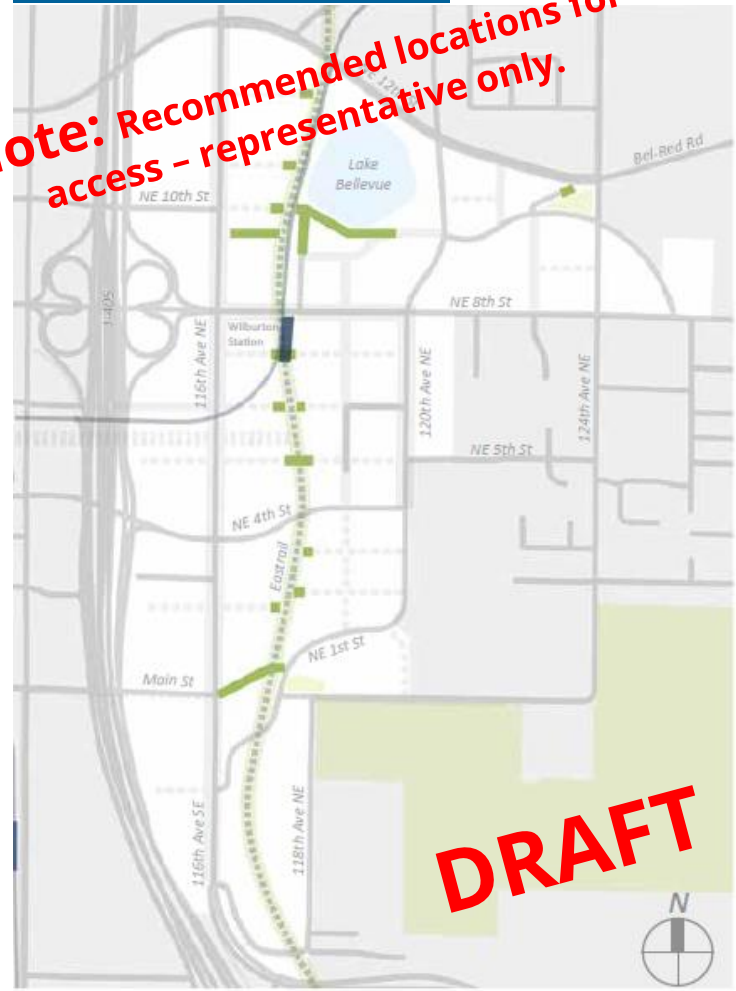
Function: Pedestrian and bicycle access

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



Function: Pedestrian and bicycle access

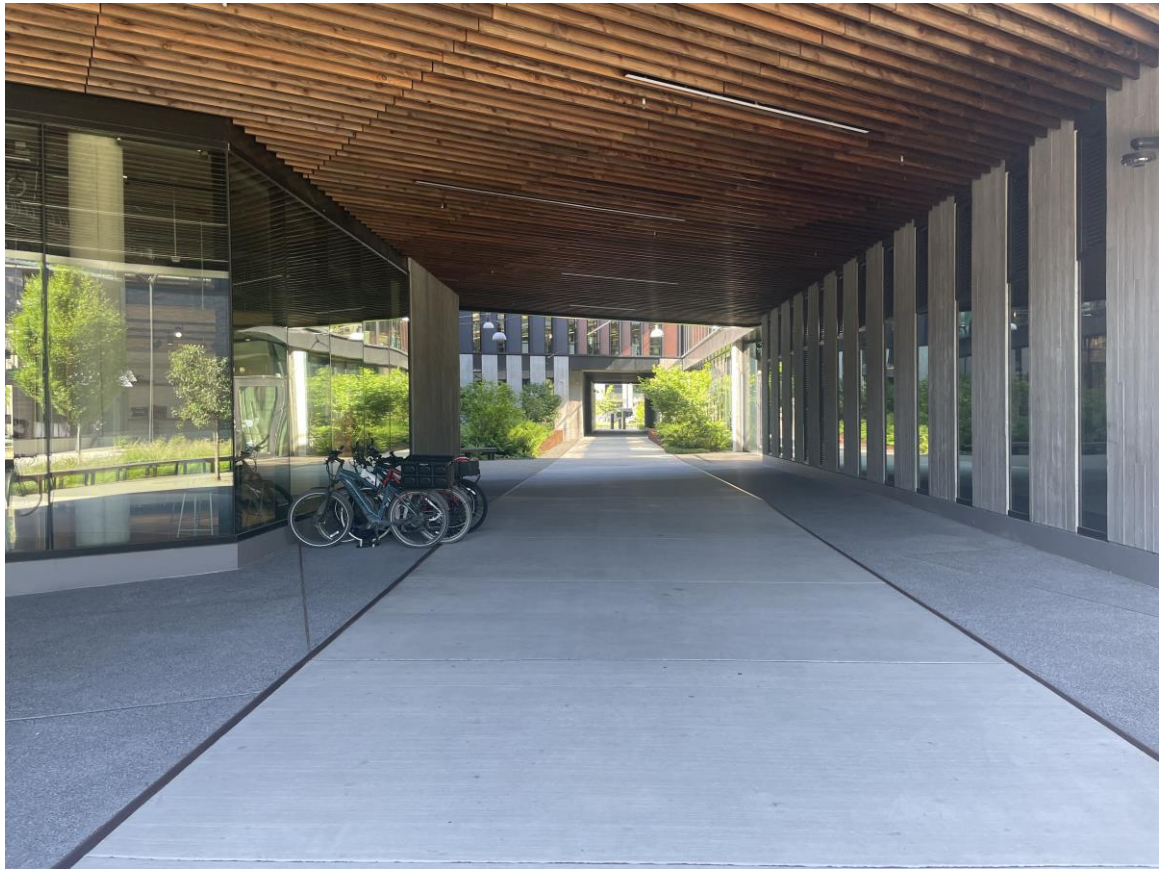
Active Transportation Access Dimensions

	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

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

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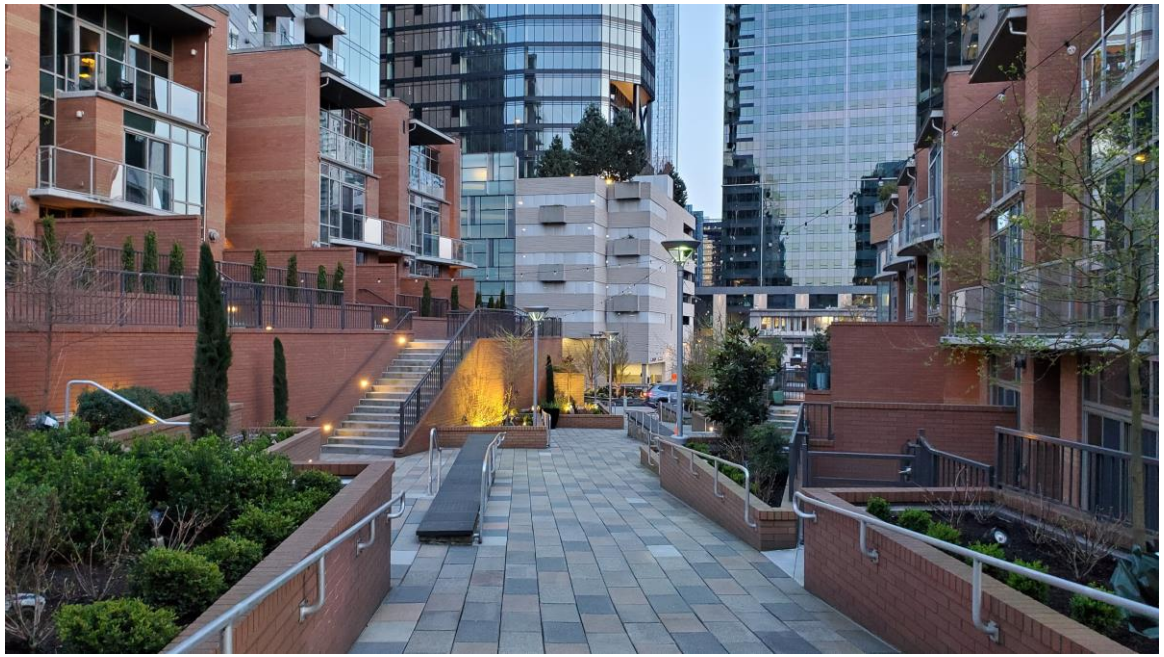
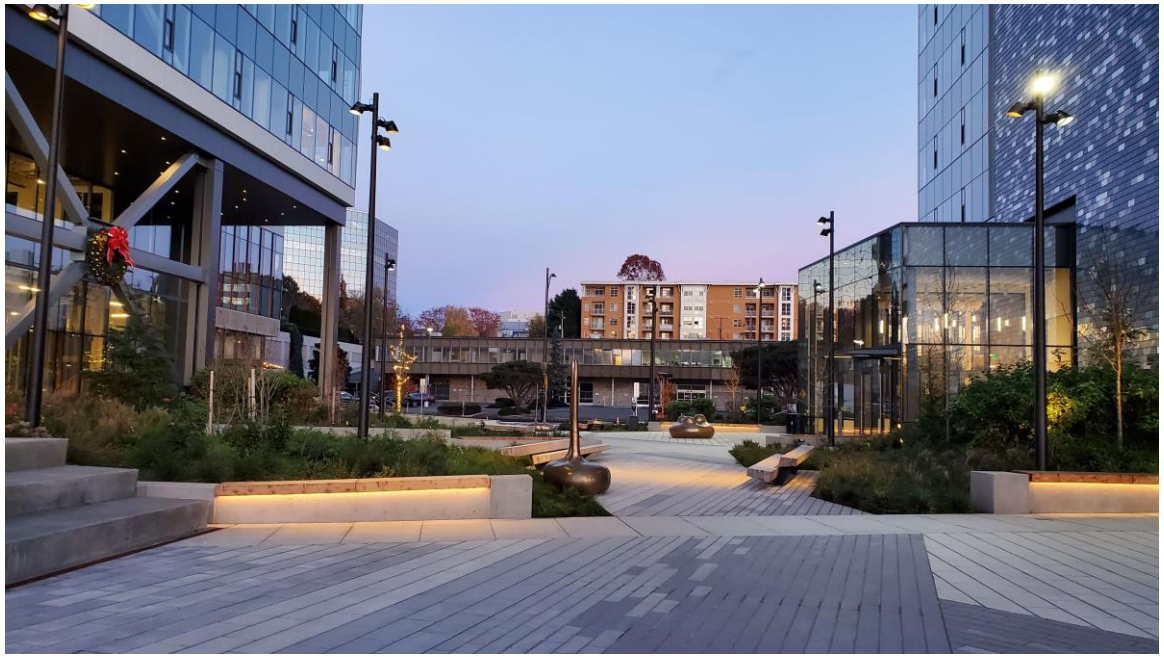
Through-Block Access: Examples



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 Steetscape 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

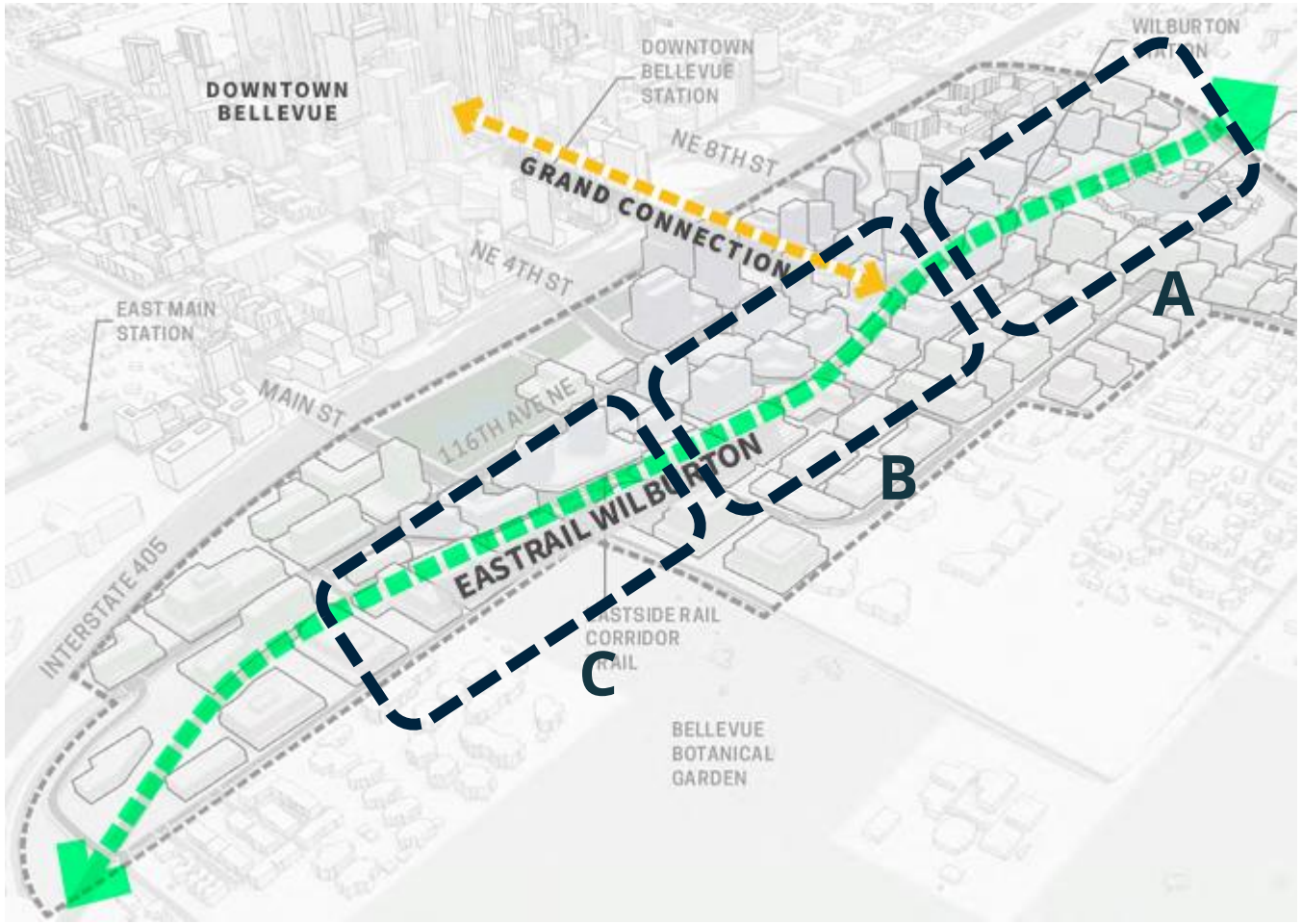
Intersection Types

	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

- Design concepts and standards for various intersection types

- Includes guidance on corner design (curb radii, curb ramps, bulb-outs), crosswalks, traffic control

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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