



CITY OF BLACK DIAMOND
January 13, 2022, Regular Work Session

**THIS IS OFFERED AS A ZOOM MEETING ONLY.
CALL IN AND JOINING INFORMATION FOLLOWS:**

Zoom link to join meeting:

<https://zoom.us/j/4454477047?pwd=eGxRY3ZEeU14SVM2cGRBcUxCSjdmZz09>

(Note: You do not need a web cam to join the meeting, but you will need audio to hear the proceedings.)

Meeting ID: 445 447 7047

Password: Council

Telephone dial in options:

+1 253 215 8782 US (Tacoma)

+1 206 337 9723 US (Seattle)

Meeting ID: 445 447 7047

Password: 426953 (phone in only)

Work Sessions are meetings for Council to review upcoming and pertinent business of the City. Public testimony is only accepted at the discretion of the Council.

6:00 P.M. – CALL TO ORDER, FLAG SALUTE, ROLL CALL

- 1) Review and Discussion of Draft Long Range Pedestrian Connectivity Plan

ADJOURNMENT

CITY OF BLACK DIAMOND
LONG RANGE PEDESTRIAN CONNECTIVITY PLAN

TABLE OF CONTENTS

1. INTRODUCTION AND BACKGROUND
2. PLANNING PARAMETERS
3. ROUTE DEVELOPMENT
4. NEXT STEPS

CITY OF BLACK DIAMOND

LONG RANGE PEDESTRIAN CONNECTIVITY PLAN

1. INTRODUCTION AND BACKGROUND

Purpose

The overall goal of the Long Range Pedestrian Connectivity Plan is to **set the stage** for a comprehensive pedestrian network in the City. This plan will assist with the capital planning, prioritization and preliminary engineering that will be needed for grant funding, budgeting and then construction. Implementation of the plan will provide pedestrian connectivity throughout the City of Black Diamond, linking neighborhoods, schools, public buildings, transit, business districts, and recreational facilities. The new proposed pedestrian routes once completed will improve the community walking experience by creating a safe, direct, accessible, and enjoyable walking experience. This Long Range Pedestrian Connectivity Plan is the first step toward fulfilling the Comprehensive Plan goal for a walkable community.



Outline

The Long Range Pedestrian Connectivity Plan is a stand-alone document that will be incorporated into the Transportation Element of the City's Comprehensive Plan, as part of the next available annual update.

This Plan provides:

1. An updated inventory of pedestrian facilities.
2. Identification of the gaps in the pedestrian network.
3. Shows the primary pedestrian generation areas (where people live).
4. Identifies barriers to pedestrian routes.
5. Identifies opportunities to overcome barriers.
6. Identifies new routes for future planning efforts.

Plan Development

The Council and Mayor expressed a need for a focus on pedestrian safety and sidewalk extensions.

Staff and administration noted the need for a long range pedestrian facility plan. To meet this need the City staff began an in house effort with the assistance of Parametrix for mapping, as the most efficient way to prepare the City for the capital planning and funding steps. Staff has a high level of familiarity of the **physical environment**, the **location** of future commercial centers, parks, trails and existing and future population centers. They are also knowledgeable of the sidewalk and trail segments that will be completed by developers. Public Works analyzed and prepared the draft plan and then refined the plan with input from Community Development and the Master Plan Development Review Team.

Scope of this Plan

This Long Range Pedestrian Connectivity Plan establishes the first step for moving forward within the context of the overall Comprehensive Plan Transportation Element to build a walkable community in the most efficient way. This plan **identifies the main linkages, and routes** to guide the city in completing important sections as the city grows and expands.



Planning Consistency

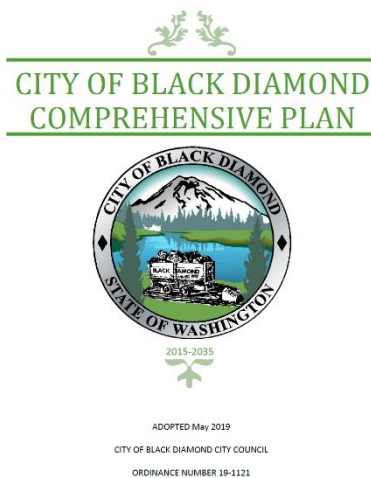
This sidewalk and pedestrian planning effort is a step to fulfill the goal of the City's Comprehensive Plan, and to complete the streets ordinance for building a walkable community. The Long Range Pedestrian Connectivity Plan will add to the existing non-motorized section of the Transportation Element with the next comprehensive plan update.

The proposed pedestrian routes and networks will be considered as projects and are formulated in the updates of the Transportation Improvement Plan and the Capital Facilities program.

In addition, the Long Range Pedestrian Connectivity Plan overlaps the Parks and Recreation Element of the Comprehensive Plan and the Parks, Recreation and Open Space Plan, as many of the routes pass through City park property.

CITY OF BLACK DIAMOND COMPREHENSIVE PLAN

May 2, 2019



Other Agencies

This plan is also consistent with federal transportation policies, Puget Sound Regional Council Policies, and State and Federal Policies to support active lifestyles, multimodal transportation and a well-connected walking and bicycling network contributing to livable communities.

Parks and Recreation Element

This Plan is also consistent with the Parks and Recreation Element as the implementation of the plan will improve Park access and enjoyment of open space. This plan will link the goals of the recreation and transportation components for the City's Comprehensive Plan.

2. PLANNING PARAMETERS

Overcoming Pedestrian Deterrents to walking

There are many impediments or deterrents to walking instead of driving. In this plan we are looking at sidewalks and trail routes selection in order to address some of the issues that detract from the walking experience.

The following is a list of walking deterrents:

- **Traffic:** Traffic whizzing by at close proximity is not pleasant and makes pedestrians uncomfortable. In the design of street improvements, speed and separation issues need to be considered.



- **Path encroachment:** People do not like ducking or dodging around things. Having space around the pedestrian makes that walk more pleasant.

- **Indirect route:** If the pedestrian route is the long way around it is discouraging to those with a destination in mind.
- **Bad walking surface:** The sidewalk is dirty and/or uneven. The trail surface is too coarse or has debris in the way.
- **Bicycles:** Bicycles on sidewalks are not compatible with pedestrians on narrow sidewalks.



- **Trail side or sidewalk aesthetics:** Obstructed views, perception of safety and poor aesthetics.



Mitigating deterrents to walking

Traffic: Walking in close proximity to traffic at 35 mph, as on the east side of 3rd Ave between Cenex and James Street, while reasonably safe, is not particularly pleasant during high traffic hours. In the north commercial area, the City planned ahead, adopting the gateway overlay district. This zoning overlay requires the sidewalks to be set well away from the traffic on 3rd Ave.

The City has planned for a pedestrian and bicycle bypass route project in the Capital Improvement Plan that will provide a new north/south route away from SR 169. This route moves bicycles and pedestrians away from the heavy traffic on the southwest side of SR 169.

The sidewalks along the Ten Trails development provide a nice planter strip space between the sidewalk and the travel lanes.

Path encroachment: Good pedestrian and sidewalk path maintenance needs to include brushing and trimming at least 10 feet above and to each side of the trail. As the City adds trails, they need to increase the street and park budget to keep up with the growing maintenance needs. An open landscape with long lines of sight is more aesthetically pleasing and will help pedestrians feel safe.

Indirect route: Pedestrian routes need to be as direct to destination points as possible. Ideally if you can reach a destination point within a few minutes of the drive time many people would walk rather than drive. To meet walkability goals,

easements may be needed to provide for more direct routes.

Sweeping: Sidewalks or asphalt paths through or under trees will get littered with leaves and needles causing them to become slimy in the winter if the tree debris is not managed. The City will need to set aside Operation and Maintenance funds to provide a level of service for pedestrians that will encourage walking.



Bicycles: The City code does not allow bicycles on sidewalks. Most of the City's sidewalks are too narrow to accommodate bicycles and pedestrians at the same time. Bicycles can be a hazard as pedestrians could be struck as cyclists

may pass by too closely. In light of this, enforcement of city codes may be necessary.

Route Selection: A good pedestrian route will have good natural views and long lines of site and ideally provide a shorter walk than the drive. In business areas, the store fronts will be preferred to the back of the commercial buildings. Compromises may be made as store fronts can attract higher traffic. Other routes may have less traffic, but alleys are often congested as residents typically have vehicles parked with garbage cans and stacks of private stuff.

DESTINATIONS

Another step in route selection was determined by identifying where people are coming from and where they might want to go, these routes have been identified on

the map. Key destination features in Black Diamond include, commercial businesses areas, parks and open space, schools, the library, and population centers. See Figure 2c.



BARRIERS

The City of Black Diamond also has some major physical obstacles for pedestrians. In most cases crossing a barrier is either very expensive or the city may not be able to obtain permits. Some physical obstacles are total barriers, such as, Lake Sawyer. Below are some descriptions of various pedestrian barriers in Black Diamond:

- Lake Sawyer
- Frog Lake
- Rock Creek
- Rock Creek Core Wetland
- Ginder Creek
- SR – 169 (east / west)
- Private Properties
- Steep slopes
- Wetlands
- Other Lakes

For a map of Destinations and Barriers see figures 2c & 3b.

3. ROUTE DEVELOPMENT

Combining the above, various pedestrian routes have been selected. Choosing routes between population centers, avoiding deterrents, going around barriers, and looking for **opportunities** (See orange identifiers on **Figure xx**) to get over or across barriers, as well as determining the most direct and pleasant routes to destination points. North/South routes and East West routes were added to provide a complete pedestrian network. Once the Pedestrian Routes identified in Figure xx are all completed, the City will have an excellent back bone of a connected pedestrian grid, meeting the walkable community goal. As commercial and residential developments are approved, they will be required to not only be internally walkable but provide connection to the grid depending on the nexus and proportionality of the project impact as enforceable through SEPA. Routes expected to be completed by development are marked in yellow.

Four main new pedestrian facilities (Pipeline Road, North Connector, Lawson Parkway and Lawson Street improvements) will be built and constructed by developers not including the pedestrian facilities within their developments.

Below is a description of some of the key features and decision points involved in the route selection:

Links around Lake Sawyer

A sidewalk facility is shown on the City's side of the main road around the outside of the City. The route diverts from SE 288th to the south to provide better service to the City neighborhood to get to the King County Regional Trail. The route takes a short cut past a pond on the way to 232nd Street. This route would serve the Black Diamond citizens better than continuing sidewalks along SE 288th Street that may not end up going anywhere.

East West Connection on the north end of the Lake Sawyer The King County Regional Trail will provide a key backbone facility for pedestrians and bicycles. In this plan we are looking for ways to route pedestrians to this facility. On the north end of the City the closest link for citizens of the Black Diamond to get to the Regional trail will be through the KC open space west of the city. Sidewalk extensions and connections to the trail on SE 288th west of the city will be up to the City of Maple Valley. Two connection points are shown to the KC Regional Trail in this area;

- one on the north before the trail crosses Ravensdale Creek and
- one on the south where the City already has a service road crossing the creek.

Links between the King County Regional Trail and the pipeline road

- The City own park property along Rock Creek south of Frog Lake. On the west side of the Rock Creek there is high ground at a reasonable grade that could easily be improved for a trail connection from Pipeline Road to the Regional Trail.
- A sidewalk connection along the Lake Sawyer Road would help fill in the pedestrian grid. King County owns the right of way from Ten Trail MPD to SE 312th.

Links through the City Ginder Creek Property

- An east west link is shown in the middle of the property where there is an existing bridge structure that crosses Ginder Creek.
- Additionally a north south link would be nice to connect Diamond Village to the park property and the elementary school. The link is shown to the SE corner of Diamond Village to avoid wetlands. Easements may be needed to complete a link to Diamond Village.

Links from Pipeline Road to Robert Drive

- A link is shown along the west side of Rock Creek to take advantage of the natural beauty and continue the Rock Creek trail from Pipeline Road to Roberts Drive
- Future links are shown to locations where public right of way has been dedicated to the north end of Eagle Creek development

Links from Historic downtown to Ten Trails and Black Diamond Lake

The Rock Creek core wetland is the primary barrier for this link and there are only two possibilities for pedestrian linkage.

- Abrams Ave in the future could and should be converted from a road for automobiles to a trail when public road are extended to points where the three homes near Black Diamond Lake could get access by a different route.
- A link from RR Ave down a utility service road past the King County sewer pump station is another route that would serve the down town area and provide a very scenic pedestrian link. Currently there is an existing road with a culvert that drains Jones Lake.

Link from Lawson Hills to the Springs Rail Road grade

- A route that looks isolated is shown through a piece of property that has been known as the in city forest. The route follows the City's water main down the hill and then turns to the east on a rough access road when the topography gets too steep. Issues regarding private property concerns, pedestrians walking past the gun club and whether the risks to the city's water facilities and safety are worth the value of providing access to the state parks land for the city's citizens.

4. NEXT STEPS

Having established an efficient pedestrian route connectivity route map in the previous section the following steps are needed to move toward implementation.

- a. **Rough Project Scoping:** This step will break up a link into discrete projects. Each project will relate to a similar type of construction, the applicable funding, available right of way, or easements. The major links that will be completed by others, while very significant in decision making are not included, as the city is focused on completing links that will not be done by others.
- b. **Project Prioritization:** Projects should first be prioritized with a criteria that **1) links existing facilities**, and **2) have a high pedestrian need**. With this list, the high priority projects need to be assessed for any needed easements or right of way. By prioritizing which easements will be needed and acquiring those easements, the City can earn an excellent rating in many of the pedestrian and trail funding programs. Once easements have been acquired, the list of projects should be reprioritized, and the high scoring projects can then be recommended to the City council as projects in the city's Capital Improvement Program (CIP) and the Transportation Improvement Plan (TIP). Note that this is a two-step prioritization which will require funding for easement acquisition as a first step. Easement acquisition should be a priority for all high rating projects in order to get ready for the grant applications, budgeting, design, and construction phases. Projects that have available right of way / easements will then rise to a higher score in the prioritization process.
- c. **Refined Project Scoping:** All high scoring projects are evaluated in terms of construction challenges, environmental constraints and permitting. From this, a reasonable budget can be developed for the planning and funding phases.
- d. **Planning & Funding:** An assessment of funding strategies, resources and grant program criteria is needed for each distinct project to move from the planning/prioritization level to the implementation level budget, design and construction. This will be required for each project, along with planning-level cost estimates for each project segment. This information will also be needed for the development of the CIP and the City's TIP.

**City of Black Diamond
Capital Improvement Plan
2019 – 2024**

August 16, 2018



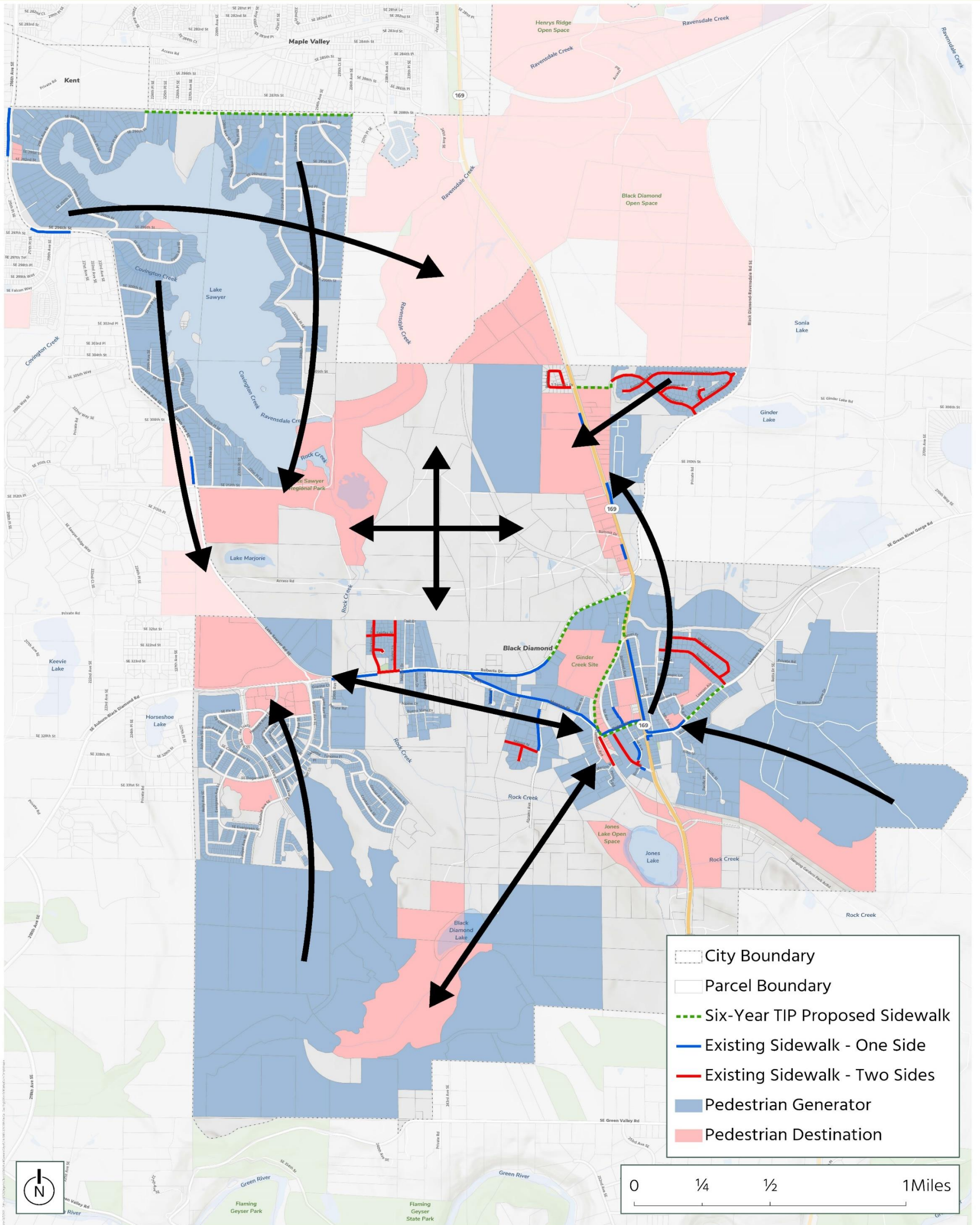
Independence Day on Lake Sawyer
(Photo Credit Craig Goodwin)

Made possible by funding from the Department of Health and Human Services and Public Health - Seattle & King County.

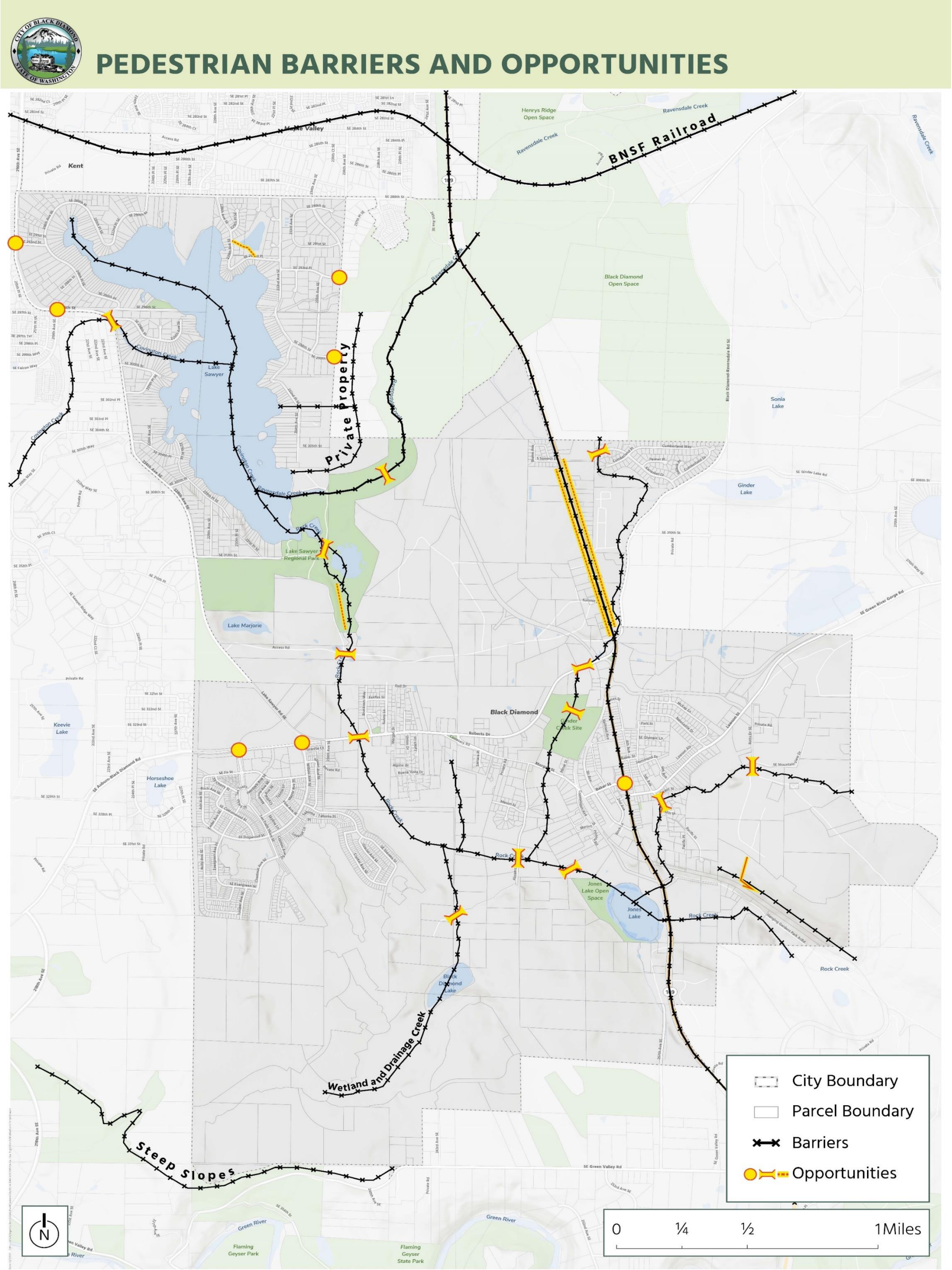
Source: WSDOT, King County, City of Black Diamond, Mapbox, OpenStreetMap



PEDESTRIAN GENERATORS AND DESTINATIONS



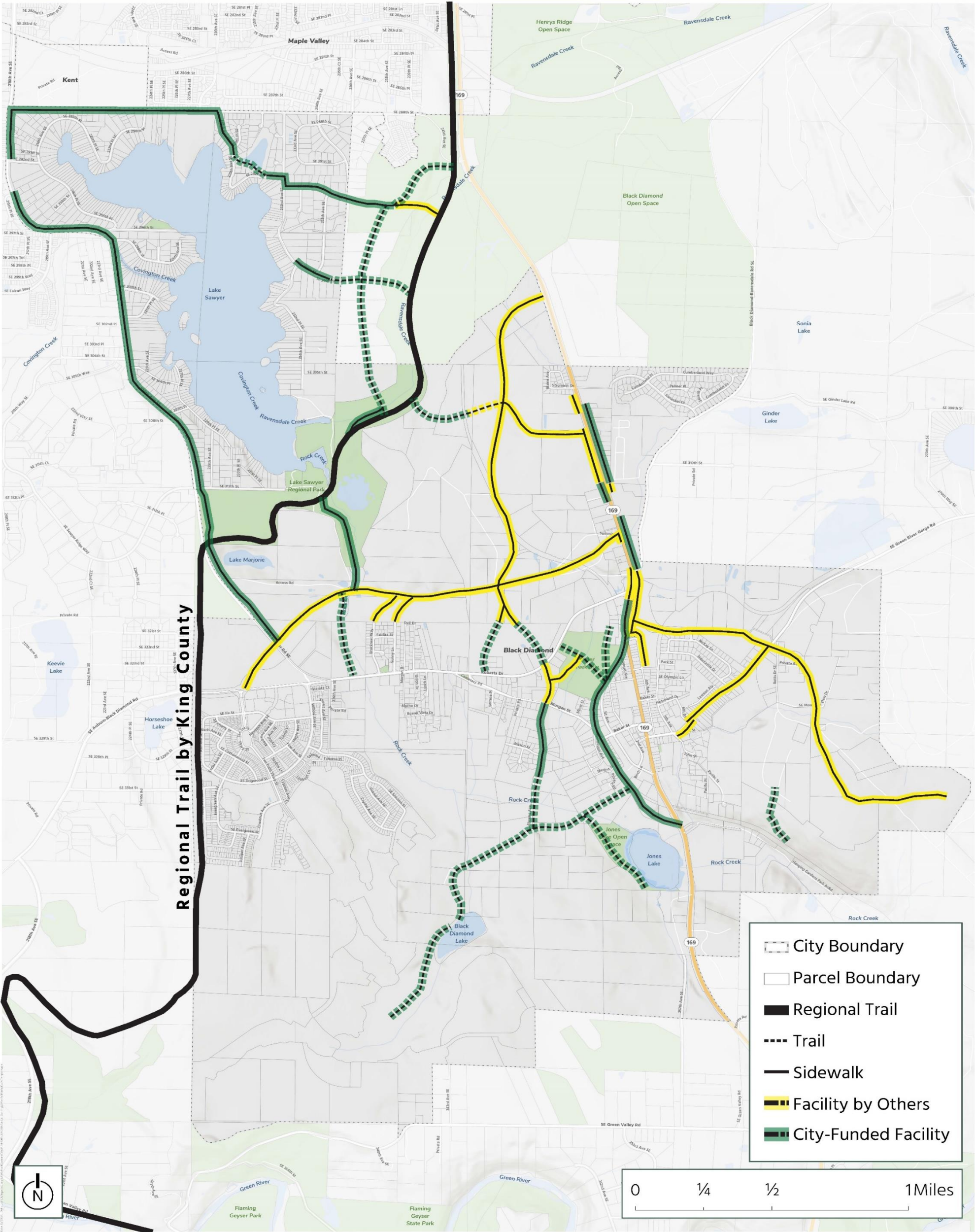
Source: WSDOT, King County, City of Black Diamond, Mapbox, OpenStreetMap



Source: WSDOT, King County, City of Black Diamond, Mapbox, OpenStreetMap



MAJOR PEDESTRIAN NETWORK



Source: WSDOT, King County, City of Black Diamond, Mapbox, OpenStreetMap