CITY OF BLACK DIAMOND
PLANNING COMMISSION AGENDA
SPECIAL MEETING
May 21, 2024
Council Chambers, 25510 Lawson St., Black Diamond

THIS IS OFFERED AS A HYBRID MEETING AND MAY BE ATTENDED IN PERSON AT THE ABOVE NOTED ADDRESS OR BY JOINING VIRTUAL/TELEPHONICALLY. CALL IN AND JOINING INFORMATION FOLLOWS:

Zoom link to join meeting:
https://zoom.us/j/4254157187?pwd=RE9OV0VoU1RFc3psSHdjem9mMk9hdz09
Meeting ID: 425 415 7187
Password: PC

Telephone dial in options:
+1 206 337 9723 US (Seattle)
+1 253 215 8782 US (Tacoma)

Meeting ID: 425 415 7187
Password: 941820

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

APPROVAL OF MINUTES: None

PUBLIC COMMENTS: Persons wishing to address the Planning Commission regarding items of new business are encouraged to do so at this time. Please use the "raise your hand" feature and once recognized by the Chair, you may unmute and state your name and city for the record. Please limit your comments to 3 minutes. For those dialing in, please press *9 to raise your hand and *6 to unmute yourself.

PUBLIC HEARINGS: None
STUDY/WORK SESSION: None
UNFINISHED BUSINESS: None
NEW BUSINESS:

1) Draft Transportation Element

COMMUNITY DEVELOPMENT DEPARTMENT REPORT:
PUBLIC COMMENTS:
ADJOURNMENT:

This site is barrier free. People needing special assistance or accommodations should contact the Community Development Department 72 hours in advance of the meeting at (360) 851-4447

CITY OF BLACK DIAMOND

Physical Address: 24301 Roberts Drive
Mailing Address: PO Box 599
Black Diamond, WA 98010

Phone: (360) 851-4567
Fax: (360) 851-4501
www.blackdiamondwa.gov

MEMO TO: Planning Commissioners

FROM: Mona Davis, Community Development Director

DATE: May 14, 2024

SUBJECT: Draft Transportation Element – May 21, 2024 Special Meeting

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Commissioners,

In your packet materials, you will find three draft documents from the City's traffic engineer/consultant, Alex Atchison with Parametrix; these documents pertain to existing conditions, draft transportation policies (that include PSRC's updated requirements), and a memo summarizing the changes to the Transportation policies.

Additionally, the presentation is included that will cover the content of the discussion.

Thank you in advance for familiarizing yourself with the packet materials ahead of the meeting. I look forward to further discussions with you at the special meeting on May 21st.

Introduction

Purpose

This Technical Appendix summarizes the data analysis completed to support the update of the City of Black Diamond's (City's) Transportation Element (Chapter 7) and includes information pertaining to:

- Transportation level of service, including definitions, relationship to concurrency, standards, and methodology;
- The City's existing transportation system, including operating conditions, availability of other modes of transportation, and the functional classification system;
- State, regional, and local transportation plans and improvements;
- Actions needed to meet the level of service standard;
- Travel forecasts used to estimate future traffic volumes based on future growth identified in the City's Land Use Element; and
- Existing and future roadway conditions and recommended transportation improvements.

Existing Transportation Network

Overview

Black Diamond's transportation network accommodates many modes of travel, including walking, bicycling, public transit and driving. Vehicular travel for commuting to work, which generally occurs during the morning (AM) and evening (PM) peak when traffic volumes are highest, is the primary choice for many travelers in and around Black Diamond as shown in the Census journey-to-work data (see Figure 1). The peak volumes for vehicles, pedestrians, bicyclists, and transit can occur during different times by location. For example, areas near schools are influenced by the start and end of classes, resulting in increased pedestrians and vehicles volumes during these times.

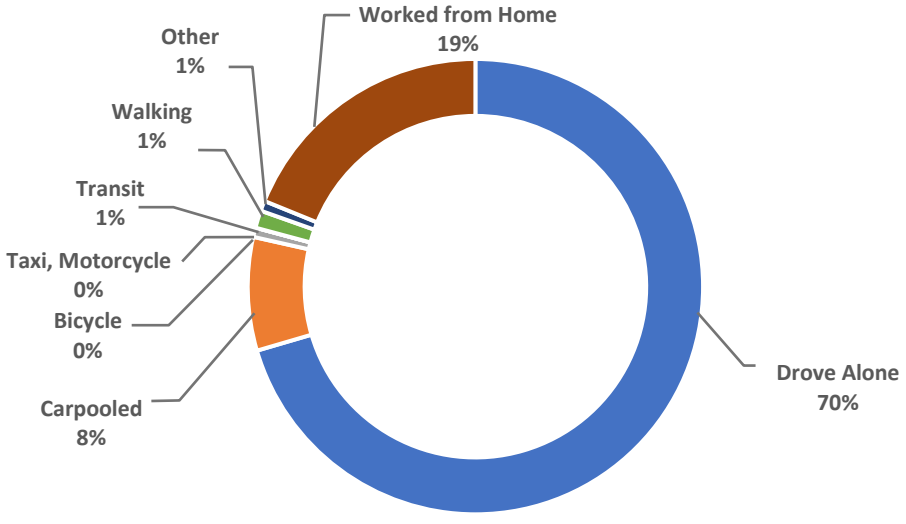

Figure 1. Means of Transportation to Work

Source: 2020 ACS 5-year, Means of Transportation to Work by Census Tract

Roadway Network

Overview

The City of Black Diamond (City) forms the southeastern edge of King County's urban area. The City has approximately 52 miles of existing roadways, as shown in Figure 2. The city's rural character has influenced its transportation network, which prioritizes major thoroughfares over a structured grid of streets.

The city is bisected by SR 169, a north-south highway, providing both regional access from Renton to Enumclaw and local access. This route is also known as 3rd Avenue within Black Diamond. Along the city's northern boundary, SE 288th Street is an east-west arterial that becomes a City of Maple Valley Street east of Black Diamond. The Roberts Drive arterial provides local east-west access west of SR 169 as well as a link from Black Diamond to the City of Auburn and the Green River Valley employment centers to the west. The Lawson Street/Green River Gorge Road is an east-west arterial providing local access east of SR 169 as well as access to the rural areas and communities to the east. The Black Diamond/Ravensdale Road is a north-south arterial linking Black Diamond and Ravensdale and provides a secondary link to SR 516 (Kent-Kangley Road) and a link to Issaquah and SR 18 bypassing Maple Valley. The SE Lake Sawyer Road is a north-south arterial that forms the City's western boundary and provides a connection to SR 516. These primary roadways provide regional transportation connections as well as link to collector and local access roads within city limits.

Functional Classification

Roadways in Black Diamond are classified according to their functional roles and importance within the transportation network. This classification system, known as functional classification, categorizes roads based on their intended purpose, traffic volume, and connectivity to surrounding areas. Black Diamond includes four functional classification types: principal arterial, minor arterial, collector, and local access. Principal and minor arterials serve as major thoroughfares for regional and inter-community travel and regional travel. Collectors distribute traffic between local access streets and the arterial network. Local access streets are primarily in residential areas and have lower traffic volumes and speed limits compared to arterials and collectors. This hierarchical classification system aids in prioritizing transportation requirements and aligns with the city's design standards. Table 1 provides an overview of characteristics of the major roadways in Black Diamond.

Table 1. Major Roadways

Roadway	Functional Classification	Speed Limit	Important Connections
SR 169/3rd Avenue	Principal Arterial	35–50 mph	• Black Diamond Natural Area • SR 18/Maple Valley • Enumclaw
SE 288th Street/SE 291st Street	Minor Arterial	35 mph	• Residential areas
SE Auburn-Black Diamond Road/Roberts Drive	Principal Arterial/ Minor Arterial	35 mph	• Auburn • Kent • Green River Valley employment centers

Black Diamond-Ravensdale Road SE	Minor Arterial	35–45 mph	• SR 516 • Issaquah • SR 18 Bypass
Lake Sawyer Road SE	Minor Arterial	45 mph	• Sawyer Woods Elementary • Residential Areas
Lawson Street/Franklin Howard Road	Minor Arterial/ Collector	25 mph	• Residential areas
Morgan Street/Railroad Avenue/Jones Lake Road	Collector	25 mph	• Downtown
Baker Street	Collector	25 mph	• Black Diamond Elementary

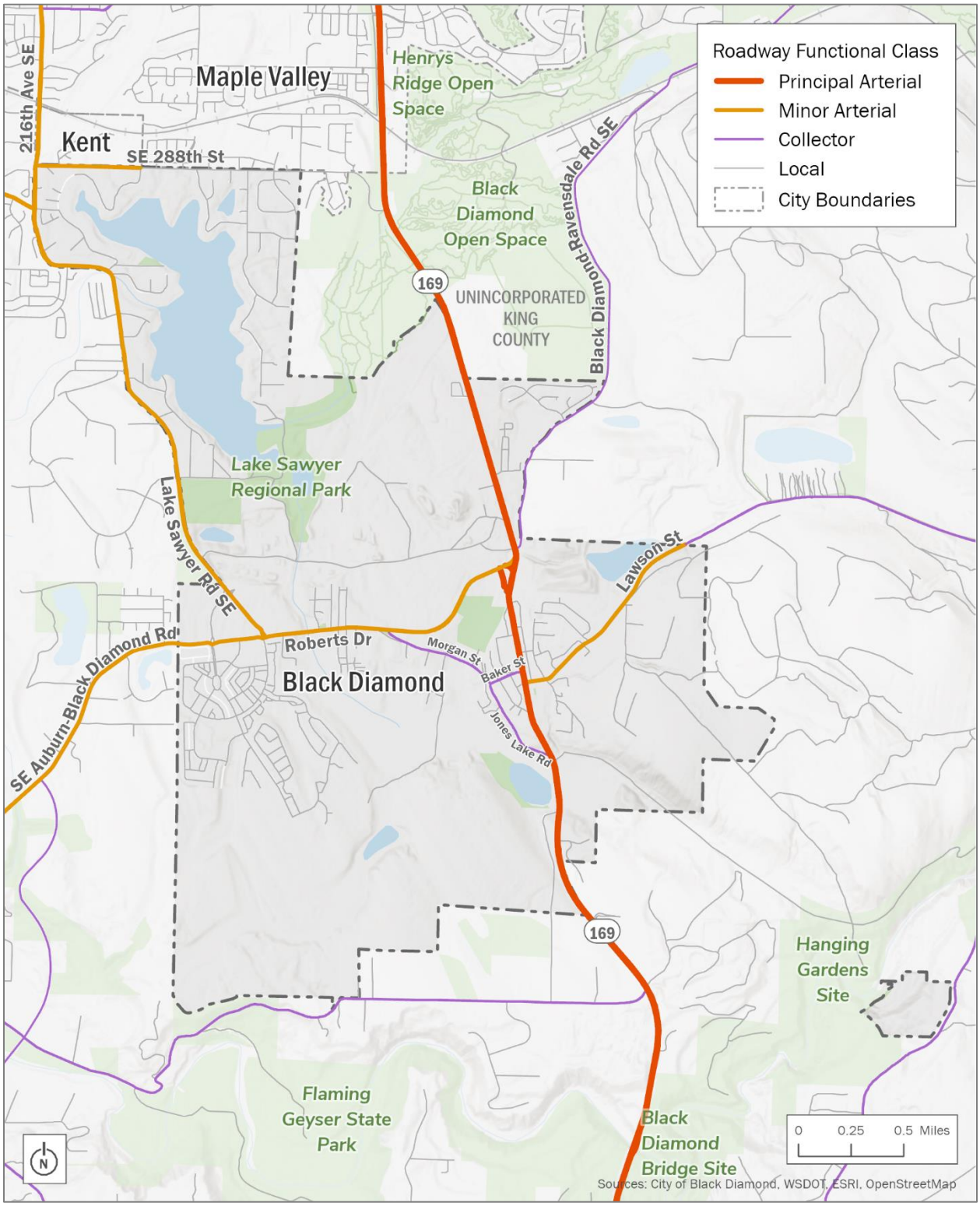

Figure 2. Roadway Functional Class

Active Transportation Facilities

Active transportation is human-powered movement, including those walking, riding a bicycle, or using other assistive-mobility devices. Active transportation facilities within Black Diamond include sidewalks and bicycle lanes.

Pedestrian Facilities

There are approximately 17 miles of roadway with existing sidewalks in Black Diamond, constituting 33% of the city's road network, as shown in Figure 3. The majority of streets featuring sidewalks on both sides are local streets, with a notable concentration in and around the Ten Trails development area. Sidewalks extend from Ten Trails to the Black Diamond Library along the south side of Roberts Drive. Along SR 169, sidewalks are present on the east side along a segment within the downtown vicinity. In the downtown core, sidewalks are present near Black Diamond Elementary School and the Black Diamond Museum. Most of the existing sidewalks have a width of approximately 5 feet, with wider sidewalks present near Black Diamond Elementary School, the downtown core, and Ten Trails. Certain older sidewalks, such as those along 1st Avenue, indicate signs of wear and are narrower than 5 feet, also lacking a curb and gutter. Table 2 summarizes the existing sidewalks in Black Diamond.

Table 2. Sidewalk Availability

	Existing Sidewalks		No Sidewalks	Roadways with Existing Sidewalks (One or Both Sides)
	Both Sides (Miles)	One Side (Miles)		
Principal Arterial	0.1	1.5	2.7	37%
Minor Arterial	0.1	1.6	3.9	31%
Collector	0.1	0.7	1.2	42%
Local	10.9	2.0	26.8	33%
Total	**11.2**	**5.8**	**34.6**	**33%**

Bicycle Facilities

Within Black Diamond, there are approximately 3 miles of roadway with bicycle lanes, as shown in Figure 4. Most of these lanes can be found within or near the Ten Trails development and measure five feet in width. Additionally, there is an eastbound bicycle lane connecting Ten Trails to the library. Mountain biking and hiking trails are present within nearby recreational destinations, including the Black Diamond and Henrys Ridge Open Spaces. These unpaved trails were not included in the active transportation facilities summary due to their primary recreational use. Existing bicycle lanes in Black Diamond are summarized in Table 3.

Table 3. Existing Bicycle Lanes

	Existing Bicycle Lanes		Total (miles)
	Both Sides (Miles)	One Side (Miles)	
Principal Arterial	0.6	—	2.9
Minor Arterial	0.2	0.3	
Collector	—	—	
Local	1.8	—	

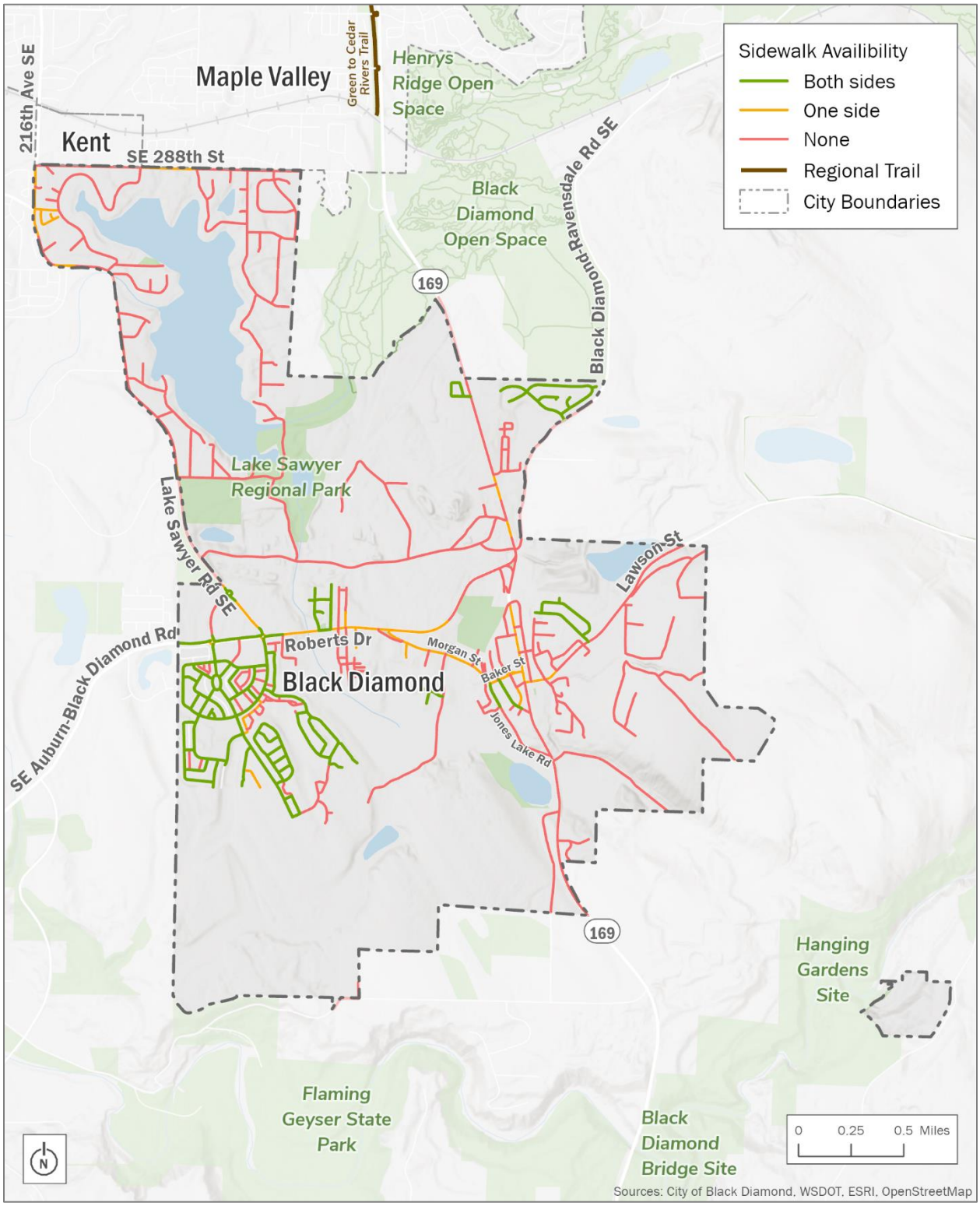

Figure 3. Existing Pedestrian Facilities

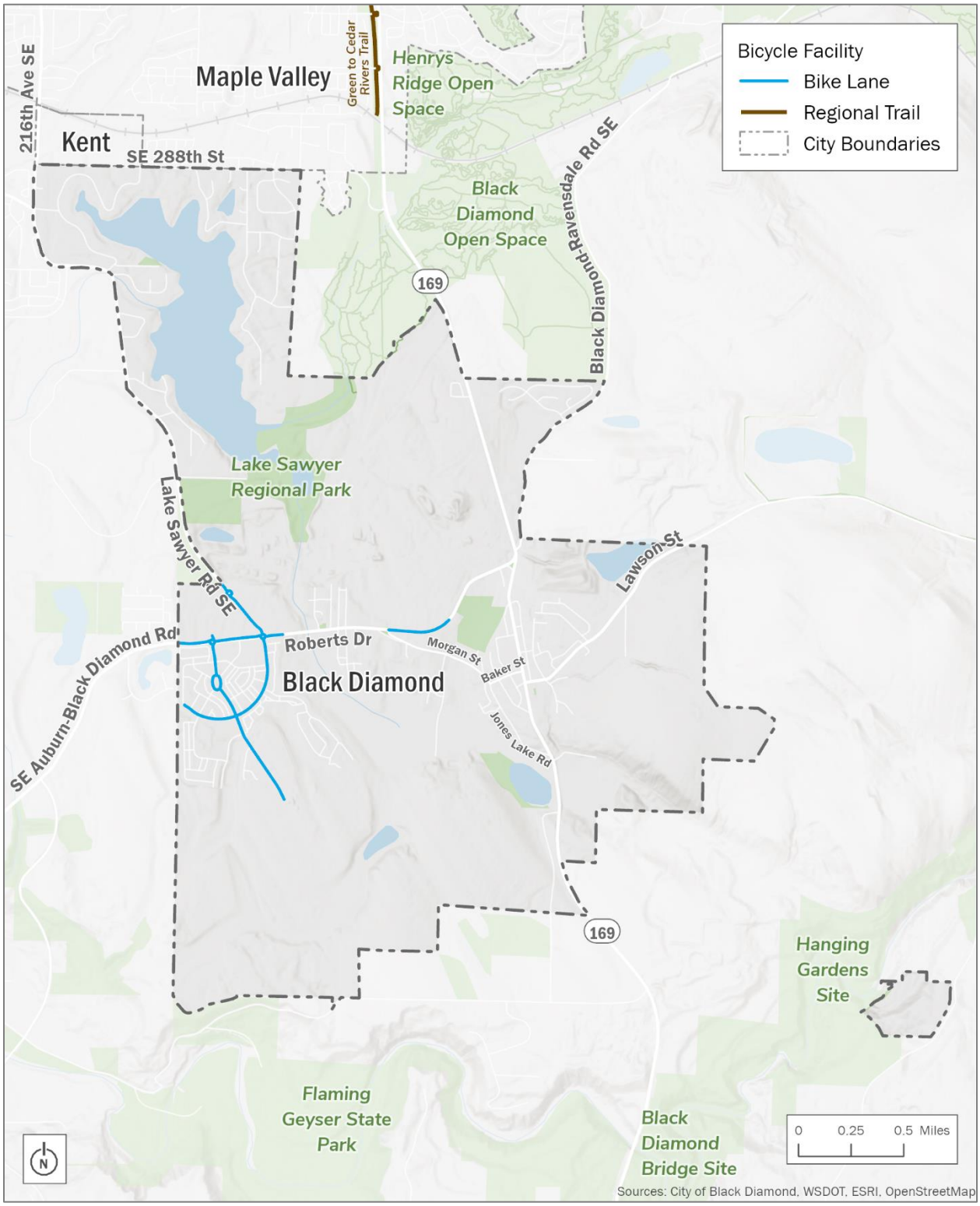

Figure 4. Existing Bicycle Facilities

Transit

Within Black Diamond, there is currently one transit route operated by King County Metro (Metro) serving the city. This transit route (DART Route 907) is part of Metro's Dial-a-Ride Transit (DART) service, which is a fixed-route transit service operated within King County. DART routes serve suburban and rural communities within the county that have a need for more flexible service due to lower population density, longer distances, and fewer public transportation options.

DART uses smaller transit vehicles with the flexibility to perform a limited number of off-route deviations upon request. Fully accessible DART vehicles are smaller than regular Metro coaches, are wheelchair lift-equipped, and have bicycle racks. DART vehicles can also go off route to pick up and drop off passengers within a defined service area. Within Black Diamond, the DART service area encompasses the historic downtown, which includes senior housing, the Black Diamond Elementary School, and other commercial and residential uses. Figure 5 outlines the DART service area. The Park & Ride located at the Black Diamond Masonic Lodge at the corner of Baker Street and 3rd Avenue is the primary transit stop within the city utilized by Route 907. Located near the elementary school and post office, the bus stop features a shelter with a bench and trash receptacle.

DART Route 907 operates its fixed route between Black Diamond, Maple Valley, and Renton Monday through Friday (excluding holidays) from 8 a.m. to 5 p.m. Within the Black Diamond DART service area, transit users can request off-route trips on DART on a first-come, first-served basis during the following hours:

- Monday through Friday: 5 a.m.–11 p.m.
- Saturday: 7:30 a.m.–9:30 p.m.
- Sunday and Holidays: 9:30 a.m.–6:30 p.m.

Rail Service

Presently, there are no railroads located within the city limits. Rail lines that historically provided service from Seattle through Renton to the city have been decommissioned. The last coal trains left Black Diamond in 1969. The old rail line passed through town in a north-south direction paralleling Railroad Avenue.

Shoreline/Water Transportation

There are no navigable waterways for freight or passenger transportation in the Black Diamond area. The region's primary river, Green River, is mainly used for recreational purposes.

Aviation Transportation

The nearest major airport facility is SeaTac International Airport, located approximately 22 miles to the west. The City does not have a local airport; however, a privately-owned field with a runway length of 1,500 feet is located along Roberts Drive west of SR 169.
Nearby public-use airports include Kent's Crest Airpark (6 miles), the Auburn Municipal Airport (14 miles) and the Renton Municipal Airport (18 miles). Seaplanes land and take off from Lake Sawyer and one resident moors a private seaplane during high water in summer months.

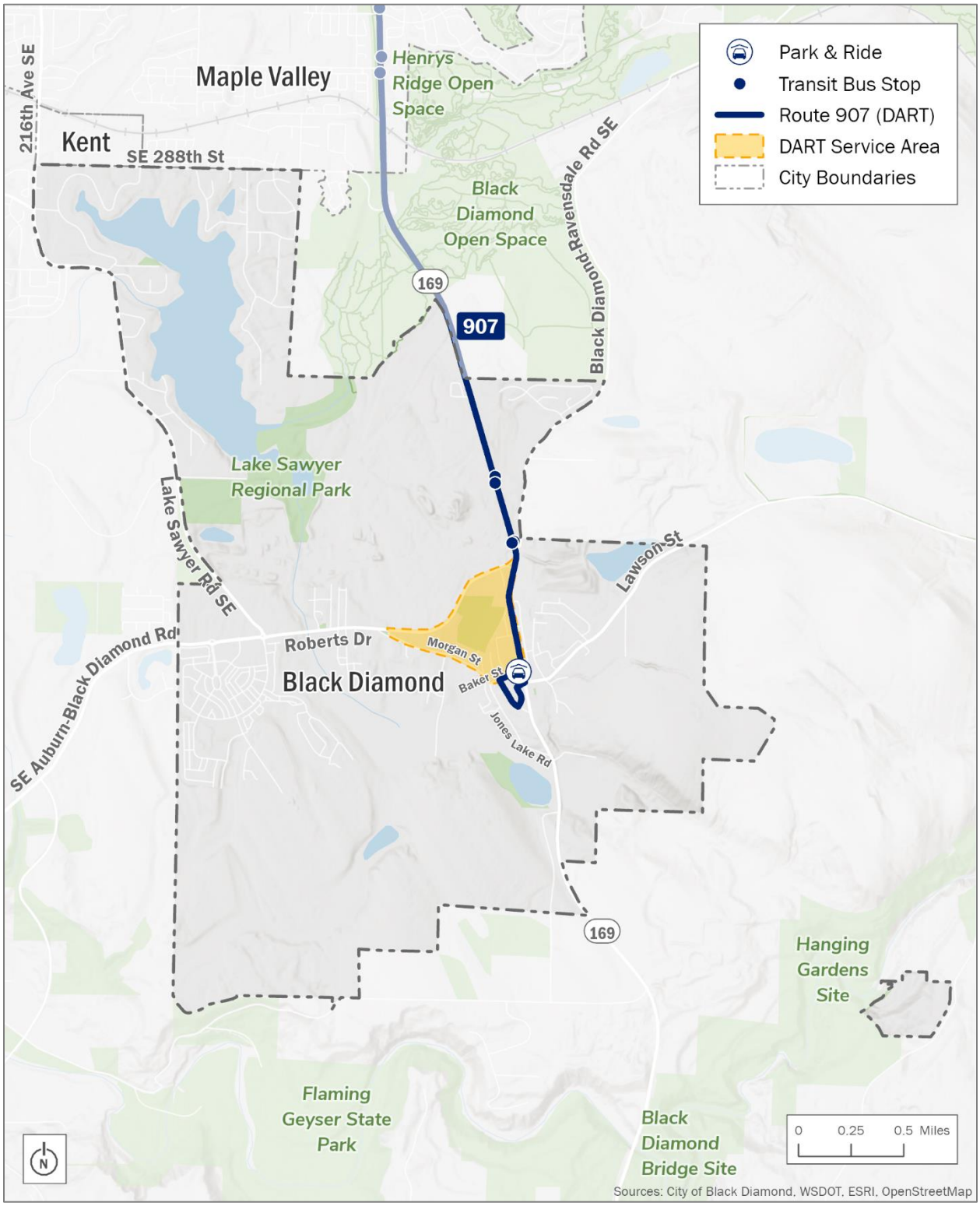

Figure 5. Transit Network

Freight

The Washington State Freight and Goods Transportation System (FGTS) is used to categorize freight corridors throughout the state, classifying corridors using annual freight tonnage moved by mode, as shown in Figure 6. FGTS corridors—which include truck, rail, and waterway corridors—identify highways and roadways most heavily used for freight movement and provide data to support funding for projects that support freight transportation. Currently, there are no rail or waterway corridors within Black Diamond. Data for the FGTS Truck Corridors is maintained and updated every two years by Washington State Department of Transportation (WSDOT) for all FGTS roadways.

Black Diamond includes approximately 19 miles of FGTS truck corridors, including both T-3 and T-4 corridors that are owned by the City, King County, and WSDOT. SR 169 is the primary truck corridor within the City, with freight trucks accounting for 8% of traffic from SR 167 to SR 516 in 2023. A summary of the City's freight network is shown in Table 4.

Table 4. FGTS Truck Corridors

Tier	Description	Roadways	Ownership
T-1	More than 10 million tons per year	*NA*	
T-2	4 million to 10 million tons per year	*NA*	
T-3	300,000 to 4 million tons per year	216th Avenue SE 224th Avenue SE 228th Avenue SE Lake Sawyer Road SE Roberts Drive SE 296th Street SE Auburn-Black Diamond Road	City
		Black Diamond-Ravensdale Road Lake Sawyer Road SE SE Green Valley Road	County
		SR 169	WSDOT
T-4	100,000 to 300,000 tons per year	Lawson St	City
T-5	At least 20,000 tons in 60 days and less than 100,000 tons per year	*NA*	

Source: WSDOT 2023

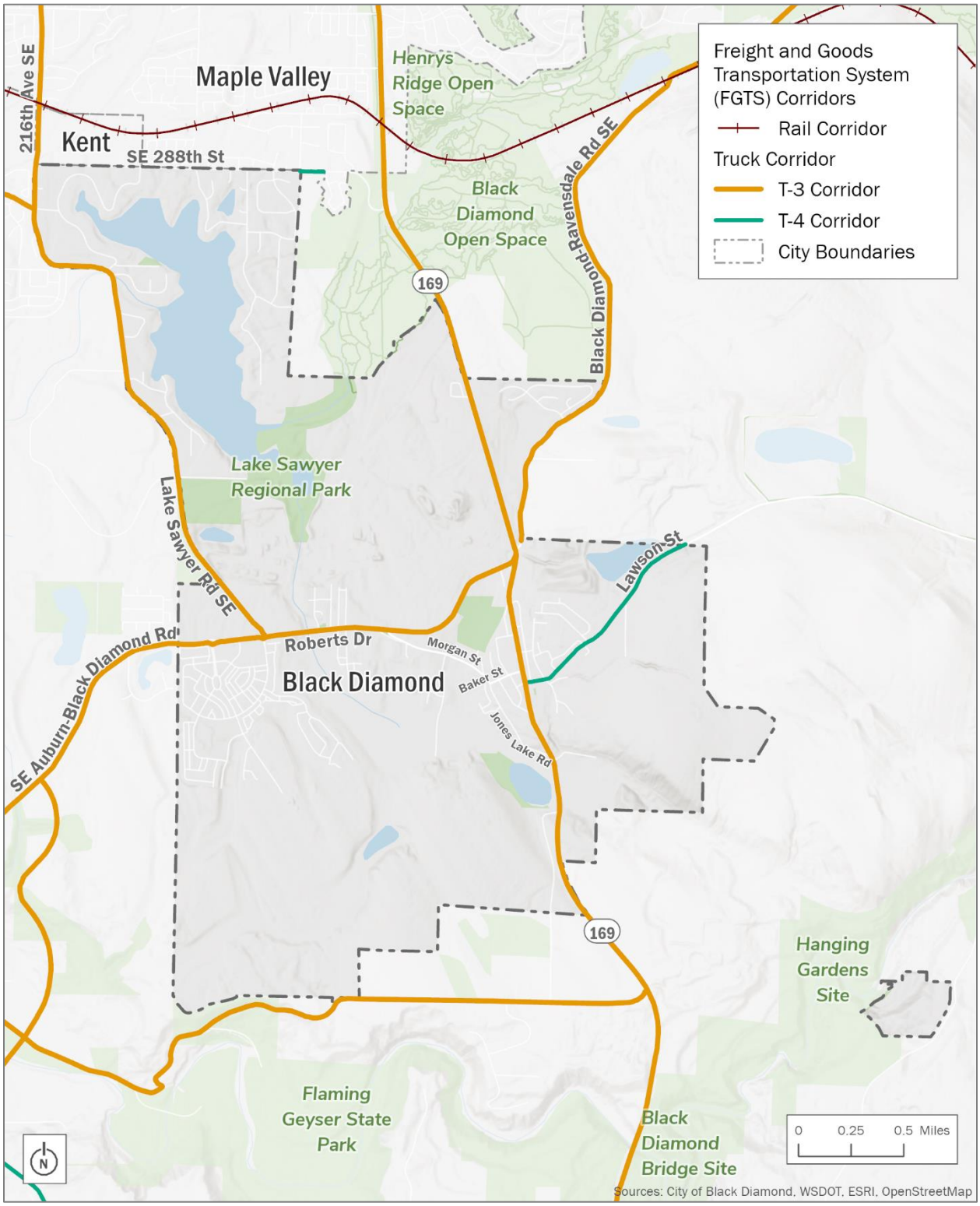

Figure 6. Freight Corridors

Existing Traffic Operations

Traffic volumes were used to evaluate existing traffic operations in Black Diamond. Traffic operations analysis provides a quantitative method for evaluating existing and future transportation performance. The City's operational standard is presented along with the analysis methodology.

Analysis Methodology

Traffic operations were evaluated based upon the latest level of service (LOS) methodologies contained in the Highway Capacity Manual (HCM), Transportation Research Board. The HCM is a nationally recognized and locally accepted method of measuring traffic flow and congestion. Criteria range from LOS A, indicating free-flow conditions with minimal vehicle delays, to LOS F, indicating extreme congestion with significant vehicle delays. At signalized intersections, LOS is defined in terms of average delay per vehicle. At un-signalized intersections, LOS is measured in terms of the average delay per vehicle and is typically reported for the worst traffic movement instead of for the whole intersection. Intersection LOS analysis was performed for major intersections within the study area based on 2023 conditions. Table 5 outlines LOS definitions established by the *Highway Capacity Manual*.

Table 5. Level of Service Definitions

LOS	Definition
LOS A	Traffic operates freely at desired speeds with minimal delays at signalized intersections.
LOS B	Traffic flow is reasonably unimpeded with slight restrictions on maneuverability and insignificant delays at signalized intersections.
LOS C	Stable traffic flow with some restrictions on maneuverability and potential for longer queues or adverse signal coordination.
LOS D	Small increases in traffic flow can lead to significant delays due to adverse signal progression, high volumes, or inappropriate signal timing.
LOS E	Significant delays and lower speeds caused by adverse progression, high signal density, extensive delays at critical intersections, or inappropriate signal timing.
LOS F	Traffic operates at extremely low speeds with congestion likely at critical signalized intersections, high delays, and extensive queuing.

LOS = level of service. Source: Highway Capacity Manual

Level of Service Standards

Concurrency requirements outlined in the Growth Management Act require agencies to adopt a level of service standard for intersection operations for which all future development must maintain or improve. Black Diamond has established a threshold of LOS C for City intersections.

The City of Black Diamond is served by SR 169. SR 169 is classified as a Highway of Statewide Significance (HSS). Per WSDOT's Highway Systems Plan, the LOS standards for HSS facilities are set forth by State law. State law sets LOS D for HSS facilities in urban areas and LOS C for HSS facilities in rural areas. Since SR 169 is located within the Black Diamond urban area, the LOS D standard applies. GMA concurrency requirements do not apply to HSS facilities, per State legislation.

Intersections along state routes, including SR 169 in the City, must meet the WSDOT threshold of LOS D. Table 6 and Figure 8 show the City's existing LOS.

Intersection LOS Results

To understand the level of congestion experienced during the evening commute, 14 intersections were evaluated based on their ability to accommodate PM peak hour demand in their existing configuration (number of lanes, traffic control, etc.).

Table 6. Existing LOS

ID	Intersection	Existing Control Type	2023 Existing PM Hour	
			LOS	Delay/Sec
1	216th Avenue SE & SE 288th Street	One-Way Stop-Control	D	27.4
2	216th Avenue SE & Covington-Sawyer Road/SE 292nd Street	Signal	B	15.1
3	219th Avenue SE & SE 296th Street	Signal	B	10.6
5	Ten Trails Parkway & SE Auburn-Black Diamond Road	RAB	A	5.4
7	Lake Sawyer Road SE & SE Auburn-Black Diamond Road	RAB	A	6.3
8	Roberts Drive & Morgan Street	One-Way Stop-Control	B	13.5
9	SR 169 & Pipeline Road (Summit Drive)	One-Way Stop-Control	C	23.4
10	SR 169 & Black Diamond Ravensdale Road	One-Way Stop Control	F	> 180
11	SR 169 & Roberts Drive	One-Way Stop-Control	F	91.0
12	SR 169 & Baker Street	One-Way Stop-Control	D	31.2
13	SR 169 & Lawson Street	Two-Way Stop-Control	E	38.9
14	SR 169 & Jones Lake Road	One-Way Stop-Control	C	19.5

LOS = level of service; RAB = [roundabout]; SR = state route

As shown in Table 6, four intersections operated below their respective LOS standards under existing conditions, including:

- 216th Avenue & SE 288th Street
- SR 169 & Black Diamond Ravensdale Road
- SR 169 & Roberts Drive
- SR 169 & Lawson Street

Projects are currently planned at all four intersections that will address the LOS deficiencies and included on the City's current Six-Year Transportation Improvement Program (TIP). The design and permitting of these improvements is already underway, and are required to be constructed by the City's Development agreement with the Master Planned Developer in the City. The proposed improvements, and the resulting intersection LOS, is shown below in Table 7.

Table 7. Existing LOS with Planned Improvements

ID	Intersection	Proposed Improvements	2023 Existing PM Hour		2023 Existing PM Hour With Improvements	
			LOS	Delay/sec	LOS	Delay/sec
1	216th Avenue SE & SE 288th Street	Signal	D	27.4	A	5
9	SR 169 & Pipeline Road (Summit Drive)	Roundabout[1]	C	23.4	A	6
10	SR 169 & Black Diamond Ravensdale Road	Right-in-Right-out	F	> 180	C	20
11	SR 169 & Roberts Drive	Roundabout	F	91.0	A	5
13	SR 169 & Lawson Street	Signal or Roundabout[2]	E	38.9	LOS C or better	

1. Roundabout constructed as part of overall project with SR 169/Black Diamond Ravensdale Road and SR 169/Roberts Drive
2. Intersection control will be determined by the Intersection Control Evaluation (ICE) process with WSDOT

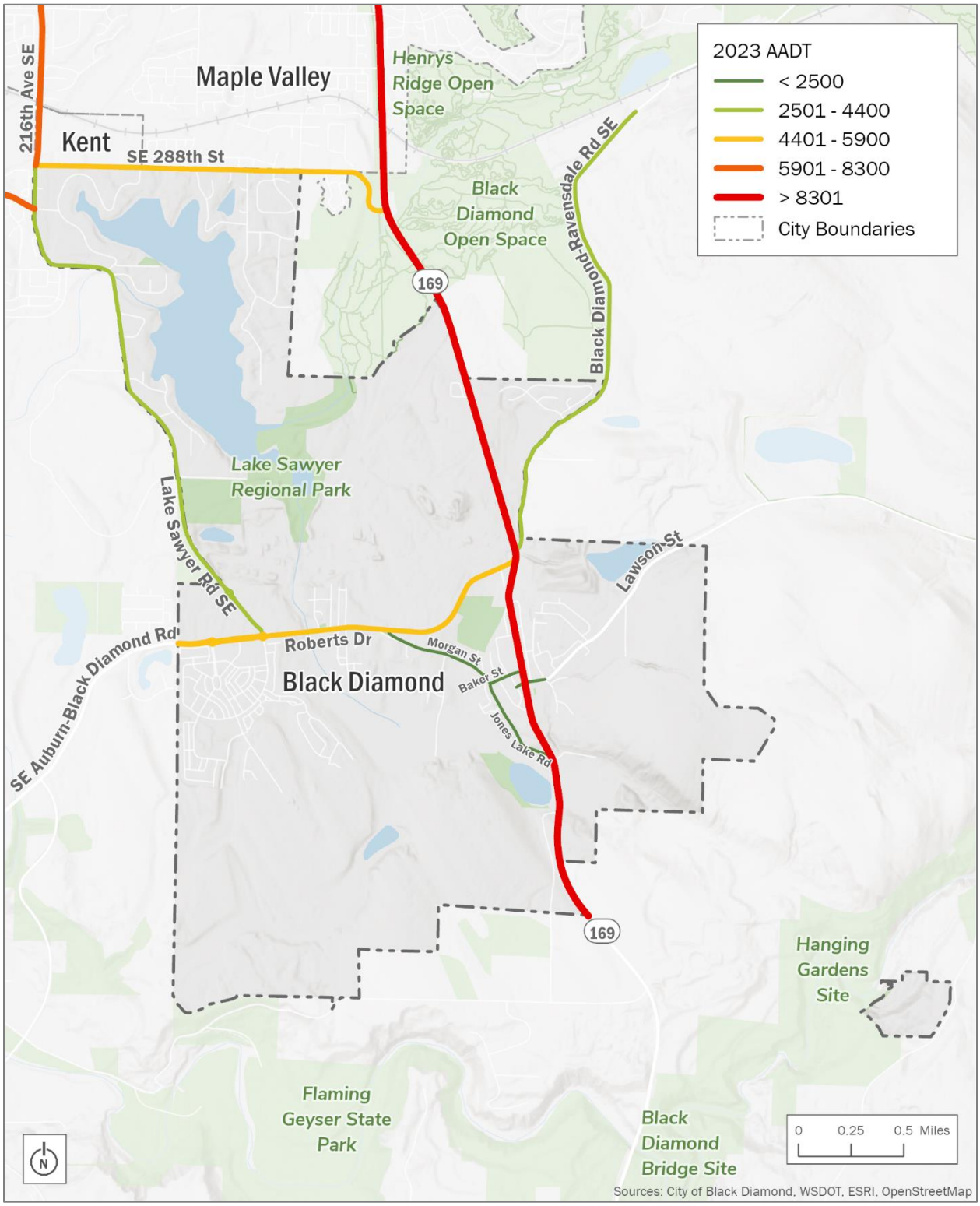

Figure 7. Traffic Volumes (2023)

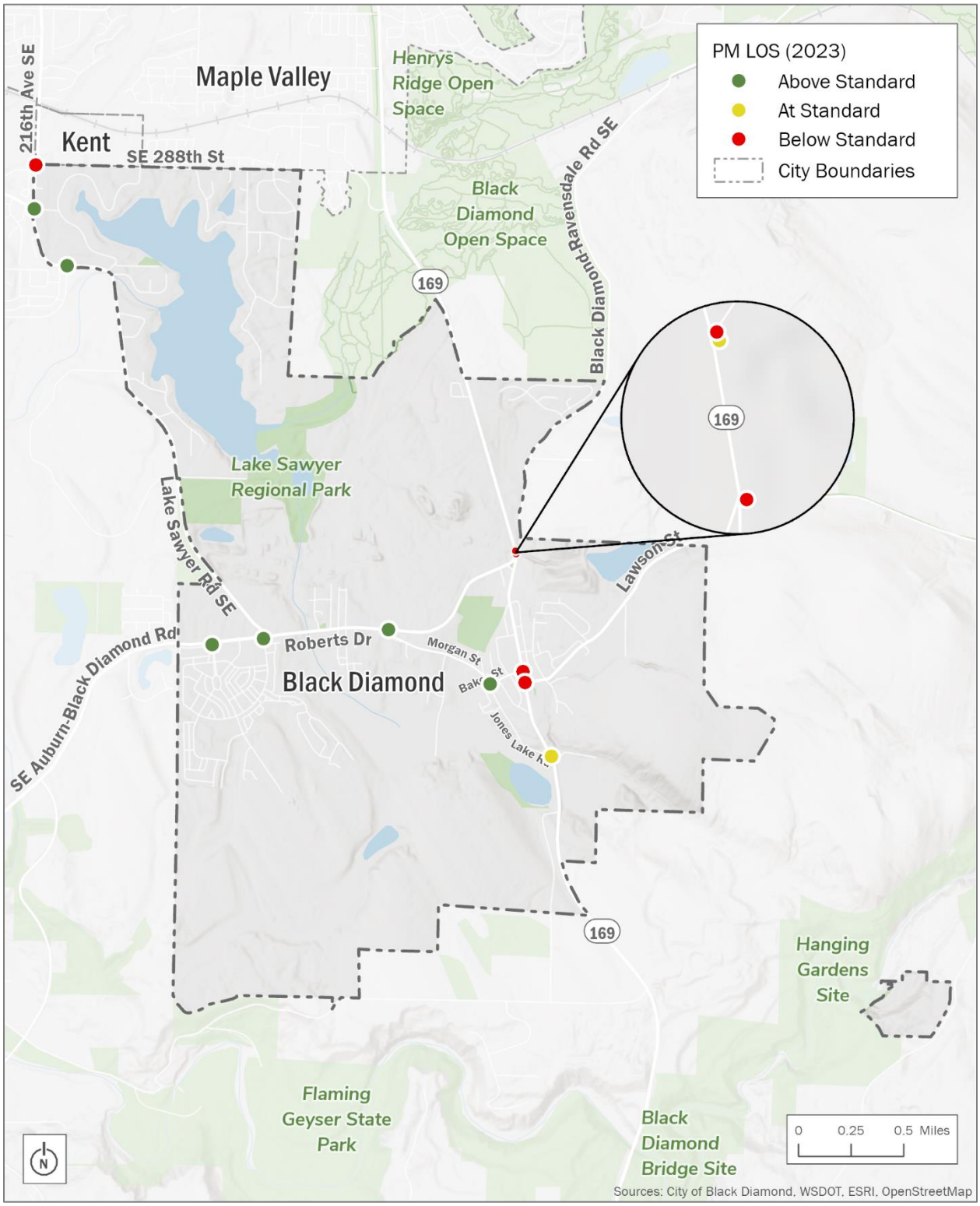

Figure 8. PM Level of Service (2023)

Safety

The 5-year crash history for 2018–2022 was analyzed for crash hotspot areas and corridors within Black Diamond, shown in Figure 9. SR 169 had the highest concentration of crashes between 2018–2022, including a fatal crash and several serious injury crashes among crashes involving minor or possible injuries or no injuries. Table 8 summarizes all crashes for 2018–2022.

Other minor and principal arterials within city limits have crash hotspots as well, namely the minor arterial of 216th Avenue SE/SE 296th Street/224th Avenue SE, which had two serious injury crashes among crashes involving minor or possible injuries or no injuries. The intersections of SR 169/Black Diamon-Ravensdale Road SE and 216th Avenue SE/SE Covington Sawyer Road had the densest crash hotspots within the city.

Table 8. Crash History (2018-2022)

Crash Severity	Number of Crashes
Fatal	1
Serious Injury	4
Possible Injury	38
Minor Injury	18
No Injury	125
Unknown	7
Total	**193**

Between 2018–2022, there were four crashes involving pedestrians or bicyclists, shown in Table 9 below. The serious injury crash involving a bicyclist occurred at SE 300th Street and 224th Avenue SE west of Lake Sawyer. All four active transportation-involved crashes are shown in Figure 10.

Table 9. Active Transportation Crashes (2018–2022)

Crash Severity	User Type	Number of Crashes
Serious Injury	Bicycle	1
Possible Injury	Pedestrian	1
No Injury	Bicycle	2

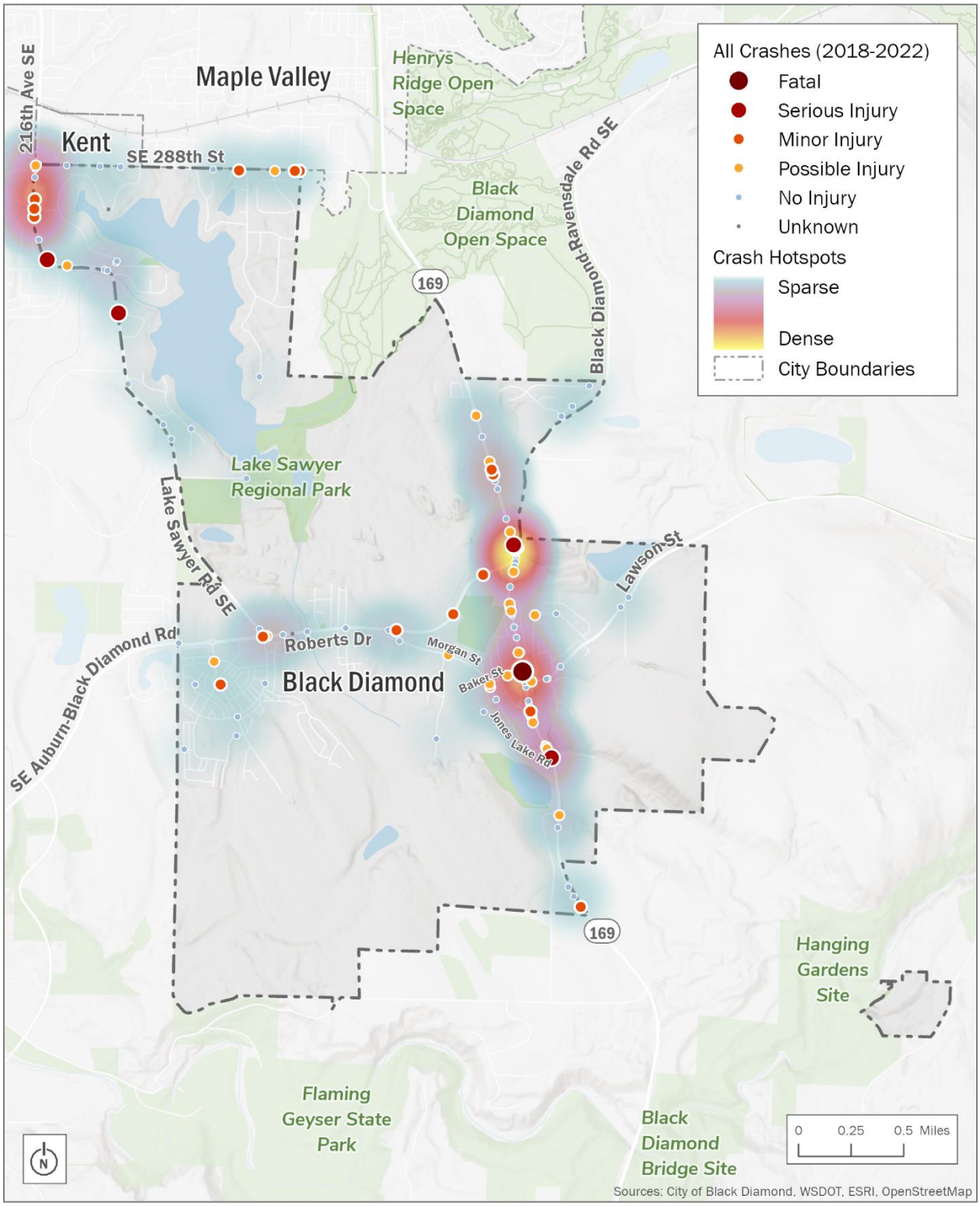

Figure 9. 5-year Crash History (2018–2022)

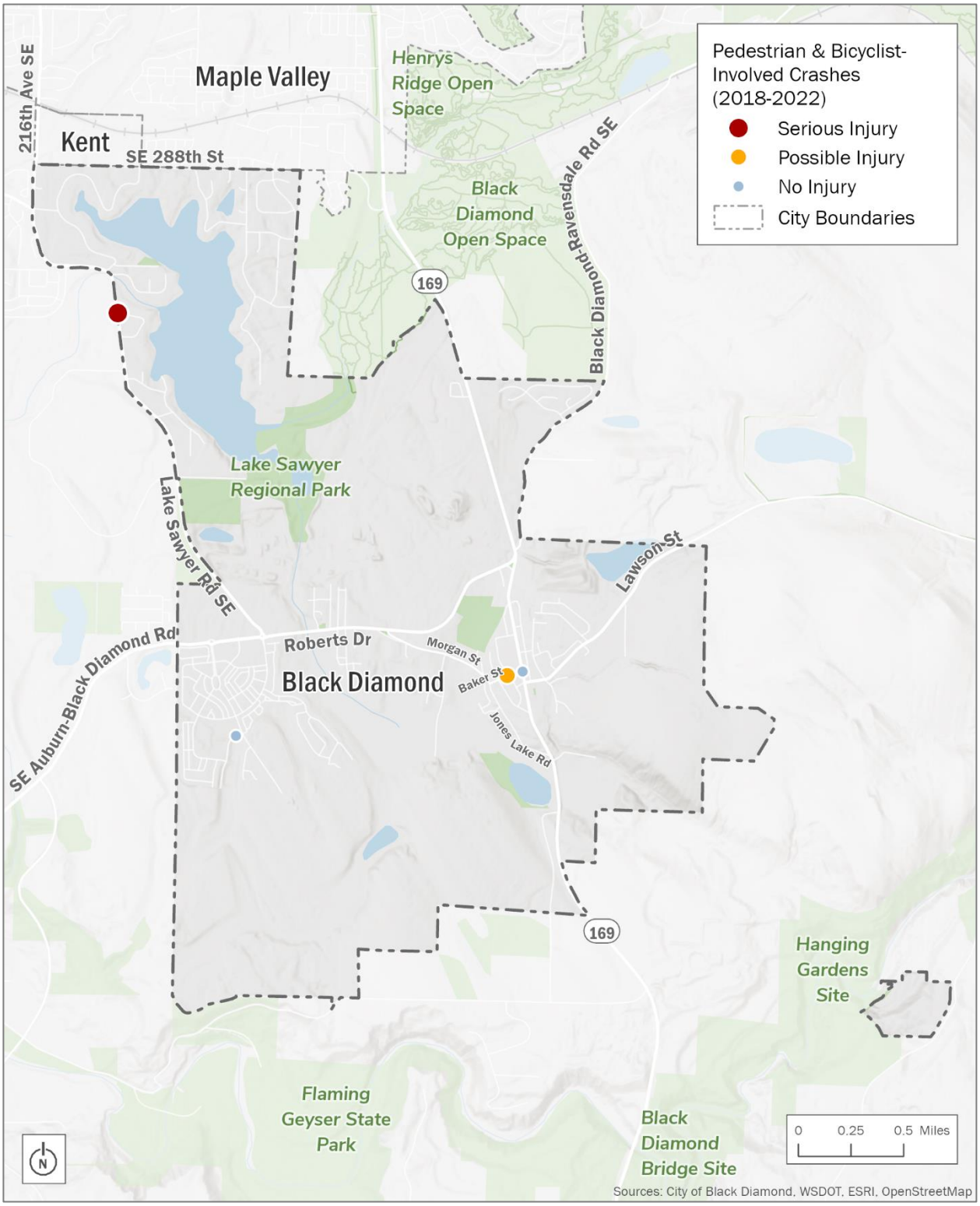

Figure 10. Pedestrian and Bicyclist-Involved Crashes (2018–2022)

7.4 Transportation Goals and Policies

The policies contained in this chapter are designed to guide development of the City's transportation system to serve development allowed under the land use chapter and adopted zoning. These policies are intended to guide the actions of the City, as well as private decisions related to individual developments.

Goal T-1: Develop a balanced transportation network that supports the City's vision for future travel needs.

~~**Design, Construction, and Maintenance**~~

~~The following policies guide the design, construction, operation, and maintenance of the City's transportation system. An underlying objective is to develop a multi-modal transportation system to serve all existing and future land uses. The policies address design and construction standards of transportation facilities to accommodate all types of transportation safely and efficiently. Level of service standards, maintenance standards, and the need for Transportation Demand Management strategies are also addressed.~~

Policy ~~T-1.1~~T-1: Guide the development of an interconnected roadway network to provide circulation throughout the City using the following strategies:~~**Roadway Design Policy:** The City will ensure adequate and safe access to property via a system of primarily public and limited private roads by:~~

- Utilizing the functional classification system for existing and planned roadways to determine the level of mobility for all travel modes, level of access, and use.
- Limit the use of cul-de-sacs, dead end roads, loops, and other street layouts that form barriers to travel or restrict direct connections.
- Implement access management standards along the highway and arterial system, limiting or consolidating access points where possible to reduce points of conflict for active transportation users and discourage through traffic on local roads.
- ~~Establishing a range of transportation standards and criteria to ensure roadways are designed in a manner that fits within the context of the built or natural environment, and consistent with the intended functional classification.~~
- ~~Implementing urban design principles in transportation programs and projects within the locally designated Town Center, Old Town.~~
- ~~Ensuring all roadway designs are coordinated with King County, Washington State, the Federal Highway Administration, and Metro Transit to achieve compatible design criteria, where applicable. The standards will also comply with federal and state design criteria.~~
- Investigating the allowance of "low impact development" designs that minimize pavement width and emphasize the use of landscaping, and natural stormwater infrastructure treatment methods.

Commented [CS1]: To be moved from the parks chapter to this chapter: **Policy PRTO-4:** Continue development of a trail system which shall connect the City's historic district, neighborhoods, Jones Lake, and Morganville with an integrated King County regional trail system, the Lake Sawyer park sites, and a state trail system along the Green River.

Commented [NS2]: The Complete Streets policies of the City (as adopted in BDMC Chapter 12.10) need to be incorporated here

Commented [NS3]: The other elements have goals and policies but this element only has policies

Commented [RG4R3]: Reorganized element for consistency with other elements

Commented [RG5]: Former T-3

Commented [RG6]: Former T-6, T-7

Commented [RG7]: Moved to T-1.2

- Allowing roadway dedications to increase the connectivity of the City's roadway network for roadways that are public and comply with Complete Streets standards.

Commented [RG8]: Former T-17

Policy ~~T-1.2~~T-14: ~~**Character of the City Policy:**~~ Enhance the historic character of Black Diamond through streetscape design by~~that the City currently possesses by~~:

- Establishing a range of transportation standards and criteria to ensure roadways are designed in a manner that fits within the context of the built or natural environment, and consistent with the intended functional classification.
- Implementing urban design principles and prioritize investments in the locally designated Town Center, Old Town. Preserve original street geometries in historic areas when possible.
- Ensuring all roadway designs are coordinated with King County, Washington State, the Federal Highway Administration, and Metro Transit to achieve compatible design criteria, where applicable. The standards will also comply with federal and state design criteria.

Commented [RG9]: Former T-1.

- Encouraging landscaping~~, parkway trees,~~ and minimize impacts to trees and vegetation through minimized right-of-way clearing ~~compatible architecture~~ in the design and construction of roadways~~, especially SR 169, and other facilities along selected corridors. Minimize obtrusive signs through provisions in the zoning code;~~
- Limiting the number of traffic signals within Black Diamond by considering the use of roundabouts as the first solution where appropriate.~~;~~
- ~~Implementing road standards and development guidelines consistent with~~ level of service (LOS) standards, City guidelines, and the Complete Streets Ordinance. ~~, to minimize paving widths; preserve desirable trees and vegetation through minimized right-of-way clearing; and allow creative designs;~~
- ~~Implementing separate road standards for the older, historic areas within the city that are specific to individual street geometries, with the goal of not causing undue disruption to existing neighborhoods;~~
- ~~Identifying transportation investments that support mixed-use and pedestrian friendly development;~~

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- ~~Prioritizing transportation investments that serve the locally designated Town Center, Old Town; and~~
- ~~Exploring all viable multi-modal transportation improvement alternatives to single occupant vehicle transportation.~~

Commented [RG10]: Moved to Revised Goal T-2

Policy ~~T-1.3~~T-2: ~~Intersection Design Policy: Intersection design should p~~Encourage ~~rioritize~~ intersection designs that prioritize safety for vulnerable roadway users. Promote ~~and efficiency for active and motorized modes of travel thus the~~ roundabout~~s is~~ as the preferred intersection control type for all new ~~intersections~~ facilities ~~when the mainline is an~~along arterial or collector roadways.~~-~~ Alternative intersection control types may be selected if roundabouts are determined to be

unfeasible or inappropriate by the City engineer based on evaluation of the following considerations:

- Safety for each mode of intersection users (e.g. pedestrians, bicyclists, motorists);
- Adequacy of right of way and/or availability of additional right of way;
- Environmental risks that could result in significant adverse environmental impact or substantially increase project costs; and
- Physical context of project site including visual, natural and cultural setting.

Policy T-1.4~~T-3~~**:** ~~**Connectivity Policy:**~~ Improve ~~local roadway features, and patterns in a manner that enhances walking, bicycling, and transit use through improved connectivity.~~ the existing network to accommodate all modes of travel, including pedestrians, bicyclists, people with disabilities, and people accessing transit consistent with Complete Streets Ordinance.

- ~~The City of Black Diamond recognizes that increasing connections throughout the city not only reduces vehicle miles of travel and therefore, pollution and traffic congestion, but also increases the sense of unity in the community. Therefore, the City will limit the use of cul-de-sacs, dead-end roads, loops, and other street layouts that form barriers to travel. Where roadway connectivity is impractical, pedestrian and bicycle access ways should be provided.~~
- ~~The City will encourage the use of trails and other connections that provide ease of travel at mid-block locations, between neighborhoods, and to key destinations. Private streets should generally only be allowed to serve a limited number of lots/dwelling units and/or only in unique circumstances. Private streets should not detract from overall motorized and non-motorized circulation.~~

~~**Policy T-6: Driveway Spacing Policy:** Limit and provide driveway access to the road network in a manner consistent with the function and purpose of each roadway.~~

- ~~The City will seek consolidation of access points to state highways, arterials, and major collectors. This will complement the highway and arterial system, reduce interference with traffic flows on arterials, and discourage through traffic on local roads.~~
- ~~New roadways or redeveloping properties must comply with the spacing standards to the extent practical, as determined by the city. As the opportunity arises through redevelopment, roadways not complying with these standards could improve with strategies such as shared access points, access restrictions (through the use of a median or channelization islands), or closure of unnecessary access points, as feasible.~~

~~**Policy T-7: Local Access Policy:** Implement standards to limit the number of access points for each lot that may be served before a second point of access is required. Limit the length of dead-end streets by either distance or number of lots served. Safe and convenient access requires multiple routes of ingress and egress. This is important for both residential convenience as well as for fire and police protection. A standard should be developed that balances unique topographic characteristics, future development plans, and the need for providing adequate access.~~

Commented [RG11]: Consolidated policy

Commented [RG12]: Consolidated into Revised T-1.1

Policy T-1.5~~T-13~~: ~~**Parking Policy:** The parking needs of the City will be balanced by~~ Balance downtown parking needs by the following methods:

- Encourage use of transit or active transportation to access key destinations.
- ~~Encouraging the construction of additional parking in the historic "Old Town" area of Black Diamond, both within the public right-of-way and in off-street lots.~~
- ~~Promoting the addition of parking spaces in the "Old Town", possibly to include~~Consider the use of a Local Improvement District (LID) to fund temporary ~~these~~ parking improvements near Old Town for weekend or special events.
- ~~Identifying available areas to provide parking facilities for weekend bicyclists.~~
- ~~Continued discouragement of~~ Discourage on-street parking along the SR 169 corridor.
- ~~Encouragement of adequate, but not excessive on-street parking on commercial and residential streets where it can be safely accommodated through both minimum and maximum parking allowances and monitoring of parking utilization.~~
- Development of an off-street parking plan for Old Town to address provision of shared parking, a park-and-ride for City residents, and visitor parking to serve bicyclists who come to the City to ride on weekends.

~~Road Character Right of Way~~

~~Policies contained in this subsection promote the unique characteristics of Black Diamond and address issues regarding land use development emphasizing desired locations for development throughout the city. These policies also address the City's view on right-of-way issues.~~

Policy ~~T-16~~T-1.6: ~~**Right-of-Way Policy:** Retain existing transportation system rights-of-way, and identify,~~Identify, acquire, and protect rights-of-way for future roadway and ~~bikeway~~ active transportation facilities. ~~The policies provided in this Transportation Element will be used by the City to identify current and future transportation system needs. The City will identify~~ Identify specific transportation corridors and protect needed rights-of-way as soon as possible, which may include the following methods:~~. Some methods used to acquire and preserve rights-of-way include:~~

- Requiring dedication of rights-of-way as a condition for development when the need for such rights-of-way is linked to the development and to support the City's economic development goals;
- Requesting donations of rights-of-way to the public;
- Purchasing rights-of-way by paying fair market value when donations and/or required dedications are not possible;
- Acquiring development rights and easements from property owners;
- Protecting rights-of-way from encroachment by structures, substantial landscaping, or other obstruction is also encouraged by the City. Protection

methods may include minimum setback requirements for property improvements and development of guidelines regarding installation and maintenance of landscaping within the public right of-way and;

- Developing criteria and process for the vacation of public rights-of-way consistent with City goals and policies.

Policy T-1.7~~T-12~~: ~~Transportation Health and Safety Policy: The City of Black Diamond will p~~Provide a transportation system that enhances the health and safety of residents by:

- Improving safety at locations with known safety issues.
- Minimizing conflict points ~~(Location within intersection or roadway where two or more road users may share the same space at the same time resulting in potential collision) and improve safety of~~ at high accident locations.
- Expanding the sidewalk, bike lane, and multi-use path network in the city.
- Periodically reviewing and improving messaging for the travelling public.
- Reducing the amount of collisions involving pedestrians and cyclists.
- Improving personal security (e.g., street lighting).
- Identifying transportation improvements along emergency response routes.
- Maintaining prevention and recovery strategies that are coordinated locally and regionally under the Regional Transportation Recovery Plan.

~~**Policy T-17: Road Dedication Policy:** Road dedications shall be allowable on a limited basis consistent with the City's goals to increase the connectivity of the City's roadway network pursuant to the following provisions:~~

- ~~Connector streets need to be public.~~
- ~~New publicly-dedicated roadways must comply with City street standards.~~

~~**Policy T-18: Private Road Policy:** Private roads are discouraged and shall be allowable only if the following conditions are met:~~

- ~~Private roads may provide local residential access, with no connections to the existing or future public street system.~~
- ~~Private roads shall meet all applicable public road standards, including right-of-way widths.~~
- ~~A financial analysis shall be performed to determine the amount of funding needed to maintain the road annually including funding to repave the road every 25 years.~~
- ~~Private roads must be privately maintained through recognized Homeowner's Associations (HOAs). The developer shall establish a street maintenance covenant with each home served by the road establishing the HOA and regular periodic contributions for maintenance and funds to be set aside for future major rehabilitation. The form of the HOA and covenant shall be approved by the City Attorney.~~
- ~~Internal circulation streets are private roads located within the boundaries of a commercial or multifamily development accessed directly from a public street. Internal circulation private streets shall meet the public local access street pavement section requirements and provide safe pedestrian connections.~~

Commented [RG13]: Consolidated into Revised T-1.1

~~**Funding, Concurrency, and Impact Mitigation**~~

~~The City faces the challenge of making the best use of the limited funds available to finance transportation projects. Issues addressed by these policies include concurrency, identifying favorable funding sources, and deciding impact mitigation assessments.~~

Goal T-2: Reduce dependence upon single-occupancy vehicles (SOVs) by encouraging multimodal travel for all users, including pedestrians, bicyclists, and transit.

Policy T-2.1~~T-10~~: ~~**Pedestrians, Bicycles, and Transit Policy:**~~ Prioritize the development of an active transportation network that improves connectivity for roadway users of all ages and abilities, including those walking, bicycling, using an assistive mobility device, or taking transit. ~~Black Diamond recognizes the primacy of pedestrians and other non-motorized modes of mobility. The City shall lessen dependence upon and the influence of the automobile by encouraging complete streets and multi-modal travel for all users including pedestrians, bicyclists, and transit passengers of all ages and abilities.~~ City actions will:

- Require new roadways to incorporate pedestrian, bicycle and transit facilities ~~including appropriately spaced crosswalks on arterials and collectors~~consistent with Complete Streets Ordinance. Provide infill of active transportation facilities with improvements to the existing roadway.
- ~~Provide for transit user needs beyond basic provision of service (e.g., by providing sidewalk and bicycle connections, bus pads, benches, shelters) to encourage higher levels of use.~~
- ~~Continue to provide sidewalk, bike lane, and multi-use path infill along existing roadways.~~
- Implement the Black Diamond Trails Plan.
- Encourage development of a network of off-road facilities for non-motorized travel in connection with new development and to identify potential off-street bicycle routes (Class I) for cyclists wherever sufficient public demand and space can be made available.
- Ensure that the transportation system provides equitable access to underserved and vulnerable populations and is friendly and accommodating to travelers of all ages.
- Explore options to improve the walkability of the narrow streets lacking sidewalks typical of older portions of the City, including key sidewalk extensions, connections to trails, context-appropriate wayfinding signage, shared auto and pedestrian street policies and road improvements.
- Explore options to upgrade the physical environment of older existing neighborhoods to improve safety for pedestrians and bicyclists through reduced vehicular speed, warning signage, sidewalk widening at intersections, adding shoulders, improved paving, vegetation trimming to improve visibility and walkability to provide a safe and appealing walking environment.

Commented [RG14]: Moved to T-2.2 for LOS requirements

~~In lieu of physical upgrades, the City may, with the assistance of the City traffic engineer designated certain streets as shared vehicle and pedestrian facilities. As part of the designation process, the City traffic engineer will examine speeds, signage, and road improvements and adopt standards and ordinances to establish and facilitate reasonable accommodation for pedestrians.~~

Commented [RG15]: Redundant with Complete Streets

Policy T-2.2~~T-10~~: Establish bicycle, pedestrian, and transit priority networks within the City to guide development of and connectivity of facilities to local destinations. Use the following LOS thresholds to evaluate adequacy of current facilities:

- Pedestrian LOS Thresholds:

LOS	Facilities along Pedestrian Priority Network
	Pedestrian facilities along both sides of the street or shared-use path accessible by marked crossings
	Pedestrian facility along one side of the street
	No pedestrian facility

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- Bicycle LOS Thresholds:

LOS	Facilities along Bicycle Priority Network
	Bicycle facilities along both sides of the street or shared-use path accessible by marked crossings
	Bicycle facility along one side of the street or shared-street facilities
	No bicycle facility

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- Transit Corridor LOS Thresholds:

LOS	Amenities	Ease of Access
	Benches, shelters	Sidewalks and marked crosswalks connecting to transit stops
	Benches	Sidewalks and marked crosswalks connecting to some transit stops
	No Amenities	Lack of active transportation facilities

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Policy ~~T-2.3T-11~~: ~~Safe Routes to School Policy:~~ ~~Safe~~ Identify safe and desirable walking and bicycling routes ~~shall~~ that connect schools to residential, recreational, and commercial areas throughout the City~~ of Black Diamond to encourage families to walk or ride to school. To implement this policy, the~~ The City shall:

- Work with local school districts to develop appropriate route plans in compliance with WAC 392-151-025.

- Seek funding to support pedestrian improvements through the State of Washington's Safe Routes to School Program.
- Consider such factors as crash history, safety concerns and current or potential nonmotorized access when prioritizing non-motorized access to schools.

Policy T-2.4: Continue development of a recreational trail system throughout the city that connects to local and regional destinations, including the City's historic district, residential areas, Jones Lake, Morganville, Lake Sawyer Park, and the King County regional trail system. Support the expansion of the Cedar to Green River Trail through Black Diamond.

Commented [RG16]: Former PRTO-4 from Parks Element

Policy T-2.5: Consider emerging transportation technologies such as e-bikes, that could be implemented to support the future transportation network. Perform periodic review of mobility trends that may impact transportation circulation in the City.

Policy ~~T-25~~T-2.6: ~~**Multi-modal Coordination Policy:**~~ Coordinate planning and operation of efficient and varied means of transportation for the City of Black Diamond's transportation system~~. This will be accomplished~~ by:

- Encouraging King County Metro Transit, as the provider of transit service in the Black Diamond urban area, to evaluate expanding regular fixed transit service within Black Diamond.
- Continued coordination between the City of Black Diamond and King County Metro Transit to provide transit connections between Black Diamond and other parts of King County.
- Supporting development of regional park-and-ride lot facilities by King County Metro Transit and WSDOT. ~~The City e~~Encourage~~s~~ such lots on sites promoting compatible land uses and along primary travel corridors for travel between Black Diamond and other urbanized areas in King and Pierce counties.

Goal T-3: Promote financial and environmental health benefits through transportation improvements.

Policy ~~T-15~~T-3.1: ~~**Environmental Protection and Conservation Policy:**~~ Design transportation facilities within Black Diamond that minimizes adverse environmental impacts resulting from ~~both~~ their construction and operation by:~~. The City will fulfill this need by:~~

- Aligning and locating transportation facilities away from environmentally sensitive areas.
- Removing barriers to fish passage where possible.
- Encouraging Low Impact Development (LID) in the design of transportation infrastructure where practical.
- Mitigating unavoidable environmental impacts.

- Providing~~e~~ opportunity for expressing concerns and comments of interested parties.

Policy T-3.2: Incorporate environmental enhancements, such as stormwater improvements, into transportation projects where possible to address the challenges presented by climate change.

Policy ~~T-20~~T-3.3: ~~**Funding Sources Policy:**~~ Secure adequate long-term funding sources for transportation through all feasible and available methods. These methods may include:

- Taking advantage of state funds, such as the Transportation Improvement Account (TIA), and the Public Works Trust Fund (PWTF);
- Encouraging Washington State Department of Transportation (WSDOT) improvements on the state highway system;
- Encouraging the use of LIDs by property owners to upgrade roads to meet City road standards;
- Requiring impact mitigation and/or SEPA mitigation fees for projects as guided by this Plan. Impact mitigation payments and/or seeking voluntary contributions from developers may also be pursued;
- Promoting the use of Transportation Benefit Districts and Capital Facility Districts;
- Exploring the potential of assessing user fees to support maintenance and preservation of the transportation system; and
- Seeking funding from federal agencies and all other available grant sources.

Policy ~~T-5~~T-3.4: ~~**Maintenance Policy:**~~ Maintain the City's transportation system at a level with a goal of achieving and maintaining a Transportation Improvement Board (TIB) average pavement rating of 70 to 80 and that seeks to use sustainable processes and materials.

- The City will establish programs and schedules, such as a pavement overlay program, for the level and frequency of maintenance on its roadways, bikeways, and sidewalks.
- Prioritize maintenance of existing facilities over capital improvements when possible.

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Policy T-3.5: Activate public spaces in Old Town to promote economic activity for both residents and visitors.

Goal T-4: Promote safe and efficient movement of people and goods within the City.

Policy ~~T-4~~T-4.1: ~~**Level of Service (LOS) Standard Policy:**~~ Monitor and adjust LOS standards that promote the optimal movement of people and goods. Ensure that new

development does not degrade transportation facilities below adopted standards.

- The adopted standard shall be LOS D for intersections along SR 169 and LOS C for all other arterial and collector roadways, and transit routes within the Black Diamond city limits. The LOS shall be based upon the Highway Capacity Manual and methodology detailed in the Transportation Element Support Appendix.
- ~~Assess transportation LOS standards for potential inclusion of pedestrian, bicycle, and transit.~~

Policy ~~T-21~~T-4.2: ~~Alternative Level of Service Policy: Pedestrian and transit friendly development shall be encouraged.~~ Allowing less restrictive LOS standards for roadways within ~~the locally designated Town Center,~~ Old Town to prioritize bicycle, pedestrian, and transit users~~, and by allowing less restrictive LOS standards for roadways~~. If the adopted LOS standard cannot be maintained and expected funding for improvements to meet future transportation needs is found to be inadequate, then the City shall:

- Consider the impacts of land use on trip generation to reduce the travel demand placed on the transportation system; or
- Phase or restrict development to allow more time for the necessary LOS-driven transportation improvements to be completed by the development community and/or responsible agency or jurisdiction(s); or
- Reduce the LOS standard for the system or portions of the system to give the City more time to fund the needed transportation improvements.

Policy ~~T-8~~T-4.3: ~~**Transportation Demand Management (TDM) Policy:**~~ Transportation demand management (TDM) ~~helps people use the transportation system more efficiently through education, incentives, products, and programs that remove barriers to non-drive alone modes such as transit, carpool, vanpool, walking, biking, and teleworking. TDM activities help get the most out of transportation investments. TDM implementers seek to accomplish a primary objective: connect all people with travel options that~~to optimize the transportation system's capacity and reduce the need for capital improvements~~. TDM activities produce wide-ranging benefits to individuals and the transportation system — saving people time and money and reducing traffic congestion, vehicle emissions, and fuel consumption while supporting physical activity and enhanced safety. TDM activities make existing transportation investments perform better, extend the life of existing infrastructure, and can improve outcomes for new investments. TDM is typically implemented through programs~~. Support TDM programs administered by employers, major institutions, local jurisdictions, transportation management agencies, transit agencies and other transportation agencies and providers. Examples of TDM actions include:

- Encouraging employers to provide information and promote the use of transit, carpools, or vanpools; promoting reduced employee travel during the daily peak travel periods through flexible work schedules and programs to allow employees to work part- or fulltime at home or at an alternate work site closer to home; and encouraging employers to provide TDM measures in the work place through such programs as preferential parking for High Occupancy Vehicles (HOVs), improved access for transit vehicles, and employee incentives for sharing rides.
- Establishing mode-split goals for non-single-occupancy vehicle travel to all significant employment centers in the City.
- Managing parking by including incentives for rideshare vehicle parking.
- Promoting reduced parking requirements for new construction.
- Promoting investments in walking and cycling infrastructure.

Policy ~~T-9~~T-4.4: Utilize ~~**Transportation System Management Policy:**~~ Transportation System Management (TSM)as an approach to mitigating congestion and improving traffic operations through better management and operation of existing transportation facilities rather than expanding capacity. Strategies may include:

~~TSM techniques are designed to improve traffic flow, air quality, and movement of vehicles and goods, as well as enhance system accessibility and safety using low-cost but effective strategies such as:~~

- Intersection and signal improvements
- Roadway bottleneck removal programs
- Data collection to monitor system performance
- Special events management strategies

~~The City of Black Diamond will encourage management of the transportation system by:~~

- Maintaining the existing transportation system assets;
- Supporting use of HOVs, including buses, carpools, and vanpool programs through both private programs and the direction of Metro Transit;
- Implementing roadway connectivity, and access spacing standards;
- Investing in pedestrian, bicycle, and transit facilities; and
- Coordinating with WSDOT or other affected agencies to determine if communications or other ITS infrastructure should be addressed as part of roadway design/construction. Identifying opportunities to improve travel reliability and safety with TSM solutions.

Policy T-4.~~6~~5: Optimize freight corridors to facilitate efficient freight operations. Ensure SR 169, which is part of the National Highway System, accommodates freight movement.

~~**Coordination and Consistency Policies**~~

~~The policies contained in this subsection address such issues as multi-agency planning and coordination, consistency of transportation improvement programs and designs among jurisdictions, and cooperation among agencies that fund, build and operate the transportation system within Black Diamond.~~

Goal T-5: Identify transportation investments that support the City's growth strategy.

Policy ~~T-19~~T-5.1: ~~**Concurrency Policy:**~~ Ensure that transportation improvements or strategies are constructed or financed concurrent with development, including roadway, pedestrian, bicycle, and transit facilities. This also includes coordinating the City's concurrency program with plans of other transportation agencies. The most significant adopted policy of meeting concurrency standards is accomplished by the two major MPD Development Agreements that require the developer to implement any and all of the capacity adding projects in the City's comprehensive plan to maintain the City's level of service standards. To monitor these commitments, the City's Concurrency Management System includes the following:

- Assessing and determining compliance with the adopted level of service standards;
- Identifying facility deficiencies (e.g., sidewalk, bike lanes, multi-use paths and transit); and
- Making appropriate revisions to the Six-Year TIP.

Policy ~~T-23~~T-5.2: ~~**Traffic Impact Analysis Policy:**~~ Ensure shared responsibility of mitigating development impacts between the public and private sector. Require that developers contribute their fair share toward transportation improvements needed to accommodate development through implementation of the City's Traffic Impact Fee program, by providing additional transportation facilities and services in proportion to the impacts and needs generated by the development and encouraging developers to design projects that generate less traffic. ~~Require that a Traffic Impact Analysis (TIA) be prepared for new developments. The City will require a TIA for new developments that are proposed in the city limits of Black Diamond that generate ten (10) or more vehicle trips in the PM peak hour or are otherwise determined to have the potential for an adverse impact upon the City's transportation system. The TIA shall be prepared by the City's traffic engineer and will be accepted after approval by the City. The study should include site access points, arterial and collector roadways and intersections of arterials and collectors that are impacted by 10 or more PM peak hour trips and may not be limited to intersections located within the city. The TIA should also identify gaps in the sidewalk, bike lane, and multi-use path networks, review the collision history of study area roadways (i.e., to identify~~

~~safety issues, and traffic-related fatalities, serious injury, and pedestrian and bicyclist involved collisions), and evaluate roadway connectivity, and access spacing compliance for the study area. The TIA shall be prepared by the City's traffic engineer and will be accepted after approval by the City.~~

Policy ~~T-22~~T-5.3: ~~**Financial Impact Mitigation Policy:**~~ Require traffic analyses for new development proposals consistent with the City's *Traffic Impact Analysis Guidelines* that determine the need for transportation improvements that address traffic impacts.~~Require developers to contribute their fair share towards the transportation improvements required to meet the LOS standards. Impact mitigation efforts may include:~~

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~~Requiring developers who are subject to an approved development agreement with the City to continue fulfilling all mitigation requirements imposed therein.~~

~~Requiring developers who are not subject to an approved development agreement to assist in providing additional transportation facilities and services in proportion to the impacts and needs generated by development.~~

~~Encouraging developers to design projects that generate less vehicular traffic.~~

~~Requiring developers at the beginning and mid-point of each phase of the MPD project to monitor traffic generation and distribution to determine if traffic impacts of MPD development are occurring as projected.~~

Policy ~~T-24~~T-5.4: ~~Intergovernmental Agency Coordination Policy:~~ Require developers who are subject to development agreements contribute their fair share towards the transportation improvements required to meet LOS standards/. Impact mitigation efforts may include:

- Requiring developers who are subject to an approved development agreement with the City to continue fulfilling all mitigation requirements imposed therein.
- Encouraging developers to design projects that generate less vehicular traffic.
- Requiring developers at the beginning and mid-point of each phase of the MPD project to monitor traffic generation and distribution to determine if traffic impacts of MPD development are occurring as projected.~~Coordinate planning, construction, and operations of transportation facilities and projects with other governmental agencies. This policy supports and complements the transportation functions of Washington State, King County, neighboring cities, PSRC, Metro Transit, and other entities responsible for transportation facilities and services within the city.~~

Goal T-6: Promote equity through transportation planning and investments.

Commented [RG17]: New goal and policies per PSRC requirements.

Policy T-6.1: Ensure affordable and accessible public transit access for all residents, enhancing access to jobs, education, and essential services for disadvantaged communities.

Policy T-6.2: Prioritize the development of the Americans with Disabilities Act (ADA) Transition Plan.

Policy T-6.3: Provide equitable access to transportation services that accommodate the needs of individuals with disabilities.

Policy T-6.4: Consider demographic indicators, such as race, income, or car ownership, that may indicate a historically disadvantaged community and the need for additional transportation resources. Ensure disadvantaged communities are not unproportionally impacted by transportation investments.

Appendix 7. TRANSPORTATION

Summary of Changes

This memo summarizes the changes in content for the update of the City of Black Diamond's (City's) Transportation Goals and Policies (Chapter 7).

- Reorganization of policies to match the "Goals and Policies" in all other Comprehensive Plan Elements
  - Now organized by 6 Transportation Goals
  - Goals reflect GMA and regional emphasis on multimodal options;
  - Categories in previous plan not multimodal and do not reflect state/county priorities

2019 Comprehensive Plan *Policies by Categories*	**2023 Update** *Policies by Goal*
• Design, Construction, and Maintenance • Road Character Right of Way • Funding, Concurrency, and Impact Mitigation • Coordination and Consistency Policies	1. Develop a **balanced transportation network** that supports the City's vision for future travel needs. 2. Reduce dependence upon single-occupancy vehicles (SOVs) by **encouraging multimodal travel** for all users, including pedestrians, bicyclists, and transit passengers of all ages and abilities. 3. Promote **financial and environmental health** benefits through transportation improvements. 4. Promote safe and efficient **movement of people and goods** within the City. 5. Identify transportation investments that **support the City's growth strategy**. 6. **Promote equity** through transportation planning and investments.

- Consolidation of similar policies where applicable
- Revised parking policies to allow greater flexibilities
- References to City's Complete Streets (Ordinance No 18-1110) where applicable
- Addition of new policies consistent with PSRC requirements
  - Climate change and environmental impacts (2023 GMA Climate Amendments)
  - Equity
  - Multimodal priorities
  - Regional growth priorities

Table 1. Goals and Policies: Summary of Changes

Goal	Policy	Consolidated Content (Policy # from 2019 Plan)
1. Develop a **balanced transportation network** that supports the City's vision for future travel needs.	**T-1.1: Road Circulation**	T-1. Roadway Design Policy T-6. Driveway Spacing Policy T-7. Local Access Policy T-16. Right-of-Way Policy T-17. Road Dedication Policy T-18. Private Road Policy
	T-1.2: Character through Design	T-14 Character of the City Policy
	T-1.3 RAB	T-2. Intersection Design Policy
	T-1.4. Complete Streets	T-3. Connectivity
	T-1.5 Parking	T-13. Parking Policy
	T-1.6: ROW	T-16. Right-of-Way Policy
	T-1.7 Safety	T-12. Transportation Health and Safety Policy
2. Reduce dependence upon single-occupancy vehicles (SOVs) by **encouraging multimodal travel** for all users, including pedestrians, bicyclists, and transit passengers of all ages and abilities.	**T-2.1: Facilities for All Ages and Abilities**	T-3. Connectivity T-10. Pedestrians, Bicycles, and Transit Policy
	T-2.2: Level of Service	
	T-2.3: AT access to schools	T-11 Safe Routes to School Policy
	T-2.4: Trail network	
	T-2.5: Mobility Trends	
	T-2.6: Transit Expansion	T-25. Multi-modal Coordination Policy
3. Promote **financial and environmental health** benefits through transportation improvements.	**T-3.1: Environmental Impacts**	T-15. Environmental Protection and Conservation Policy
	T-3.2: Climate Change/Resiliency	
	T-3.3: Funding	T-20. Funding Sources Policy
	T-3.4: Maintenace	T-5. Maintenance Policy
	T-3.5: Local destinations	
4. Promote safe and efficient **movement of people and goods** within the City.	**T-4.1: LOS**	T-4. Level of Service (LOS) Standard Policy
	T-4.2: LOS Alternative	T-21. Alternative Level of Service Policy
	T-4.3: TDM	T-8. Transportation Demand Management (TDM) Policy
	T-4.4: TSM	T-9. Transportation System Management Policy
	T-4.5: Freight	
5. Identify transportation investments that **support the City's growth strategy**.	**T-5.1: Concurrency**	T-19. Concurrency Policy
	T-5.2: TIA	T-23. Traffic Impact Analysis Policy
	T-5.3: Impact mitigation	T-22. Financial Impact Mitigation Policy
	T-5.4: Coordination	T-24. Intergovernmental Agency Coordination Policy
6. **Promote equity** through transportation planning and investments.	**T-6.1: Access**	
	T-6.2: ADA Transition Plan	
	T-6.3: Accommodations	
	T-6.4: Disproportionate access	

Black Diamond Comprehensive Plan Periodic Update Project

2024 Comprehensive Plan Transportation Element

Existing Conditions and Policy Revisions (Draft)

May 21, 2024

City of Black Diamond
2024 Comprehensive Plan Periodic Update

What is included in the Transportation Element?

- Introduction and Regional Planning Requirements
- Existing Transportation Network ★
  - Existing facilities, current operations
- Transportation Goals and Policies ★
- Travel Forecasting
- Future Transportation Network
- Transportation Improvement Project List

Existing Conditions

Transportation Network Overview

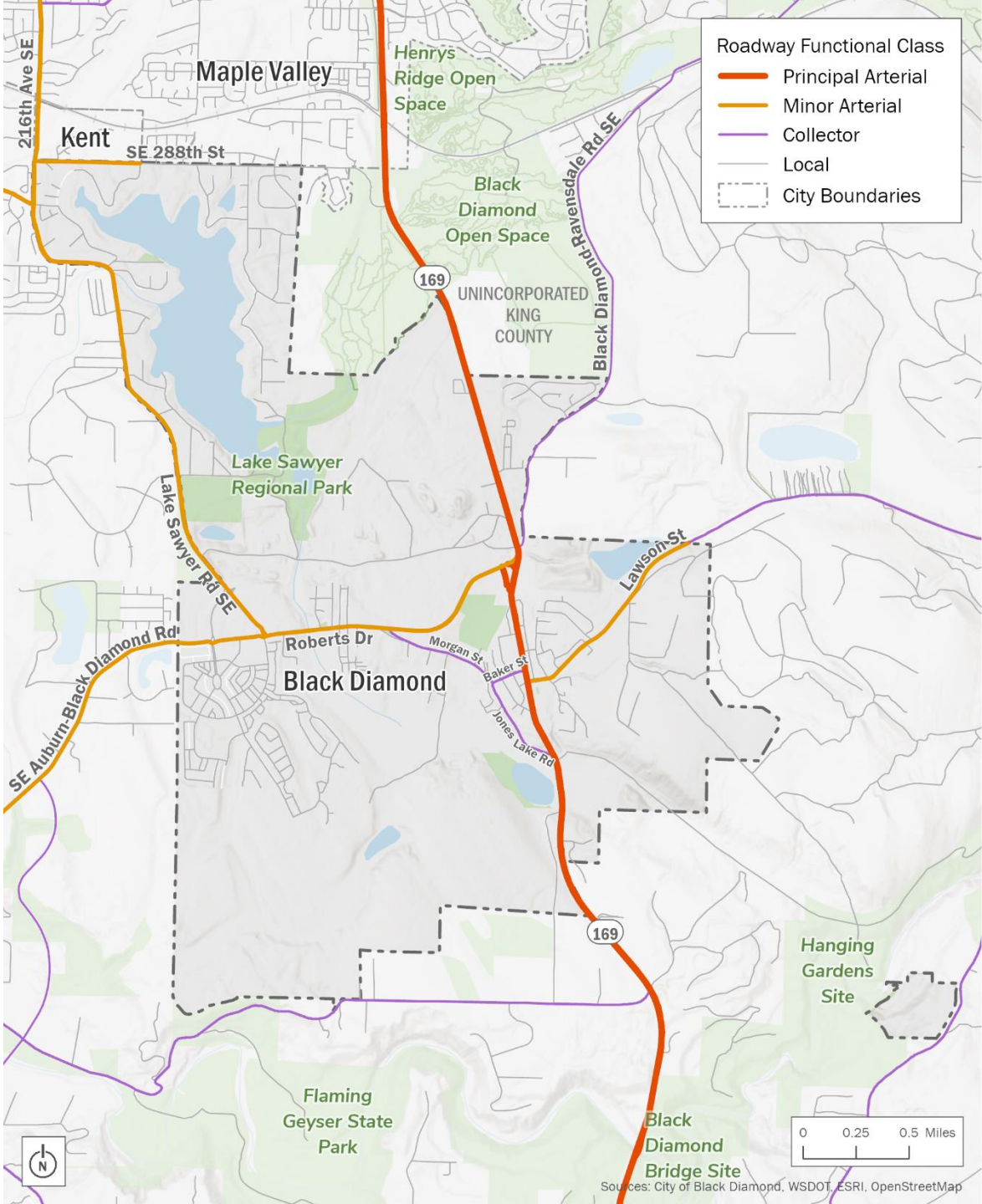
City of Black Diamond
2024 Comprehensive Plan Periodic Update

Existing Conditions

- Roadway Network
- Active Transportation (AT) Network
- Transit
- Rail, Water, Aviation
- Freight
- Traffic Operations
- Safety

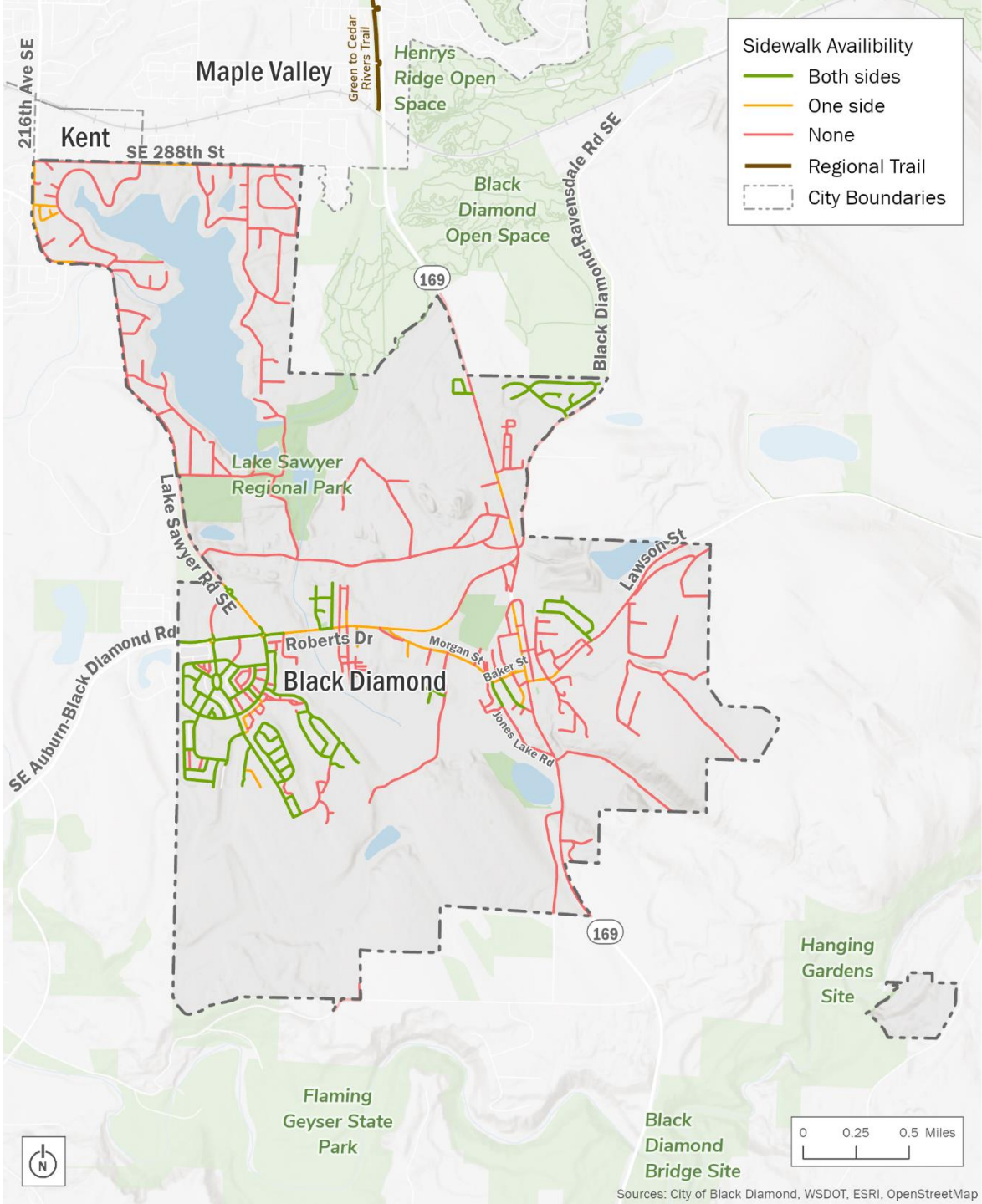
Roadway Network

- Regional Connections
  - SR 169
  - Roberts Dr/SE Auburn-Black Diamond Rd
  - Black Diamond-Ravensdale Rd SE
- Local Connections
  - Lawson St
  - Lake Sawyer Rd SE
  - SE 288th St
  - Downtown roadways



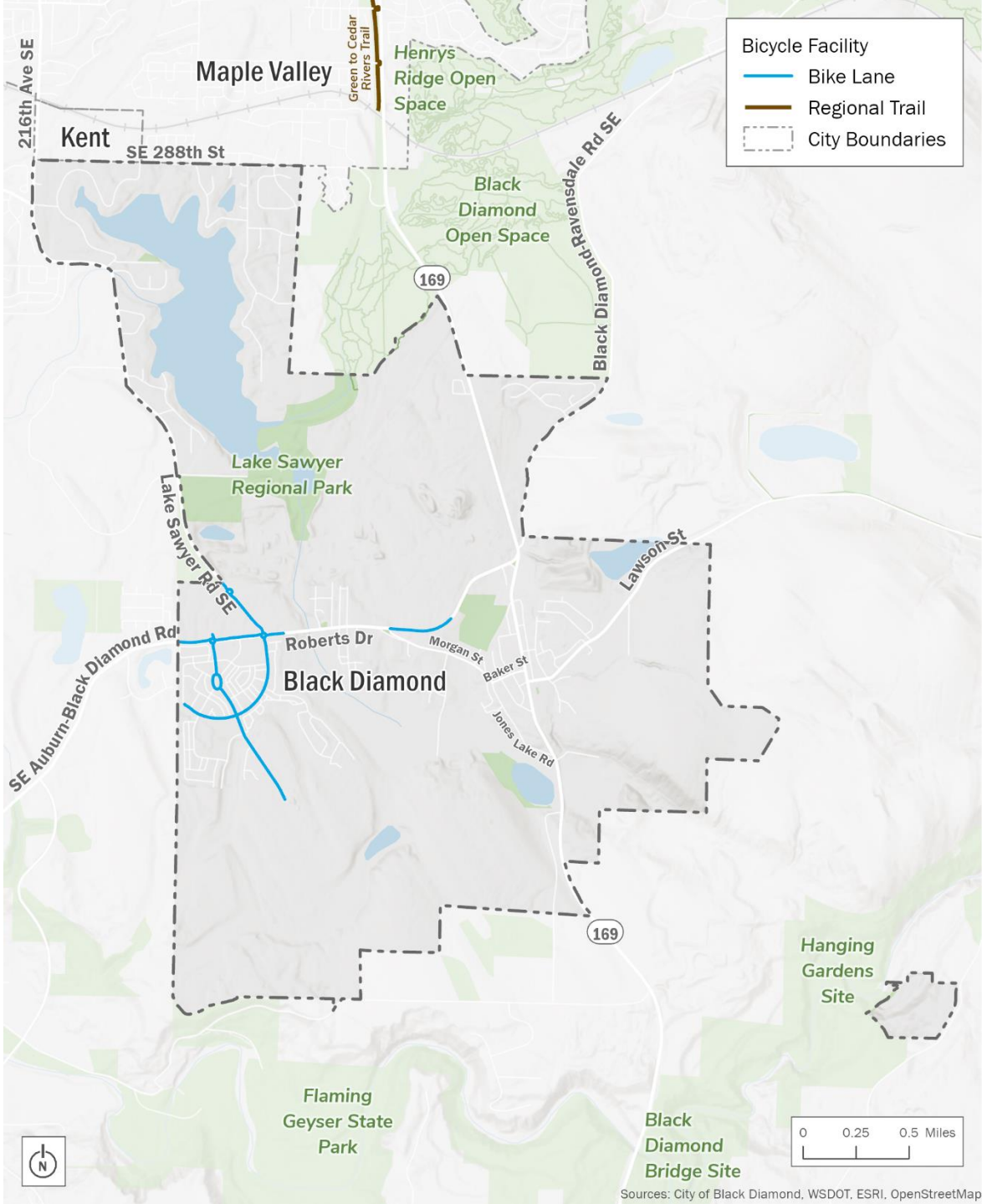
Pedestrian Facilities

- 17 miles of roadway with sidewalks on one or both sides
- Concentration of sidewalks in Ten Trails and downtown



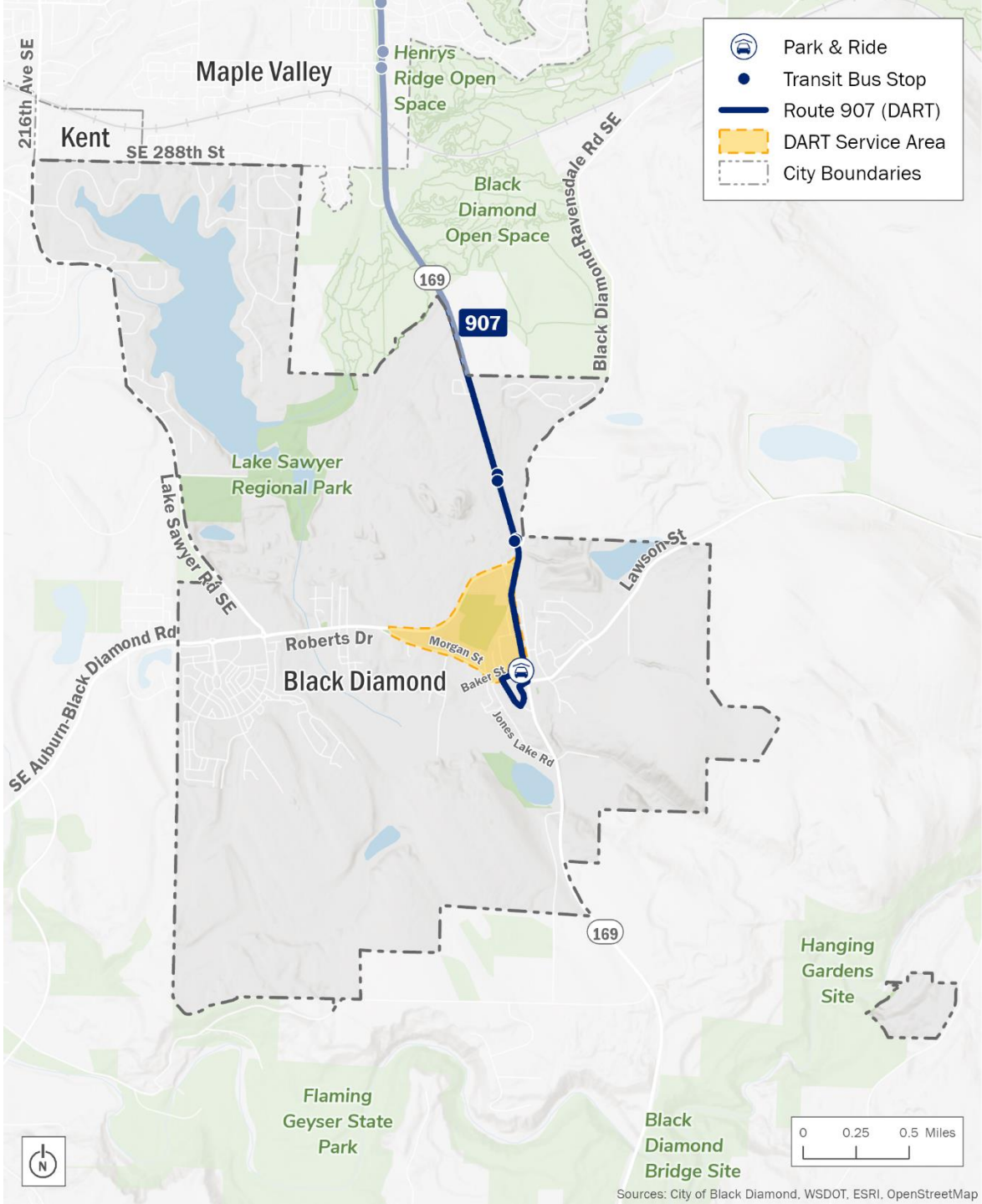
Bicycle Facilities

- 3 miles of roadway with a bicycle lane
- Concentration of bicycle lanes in Ten Trails



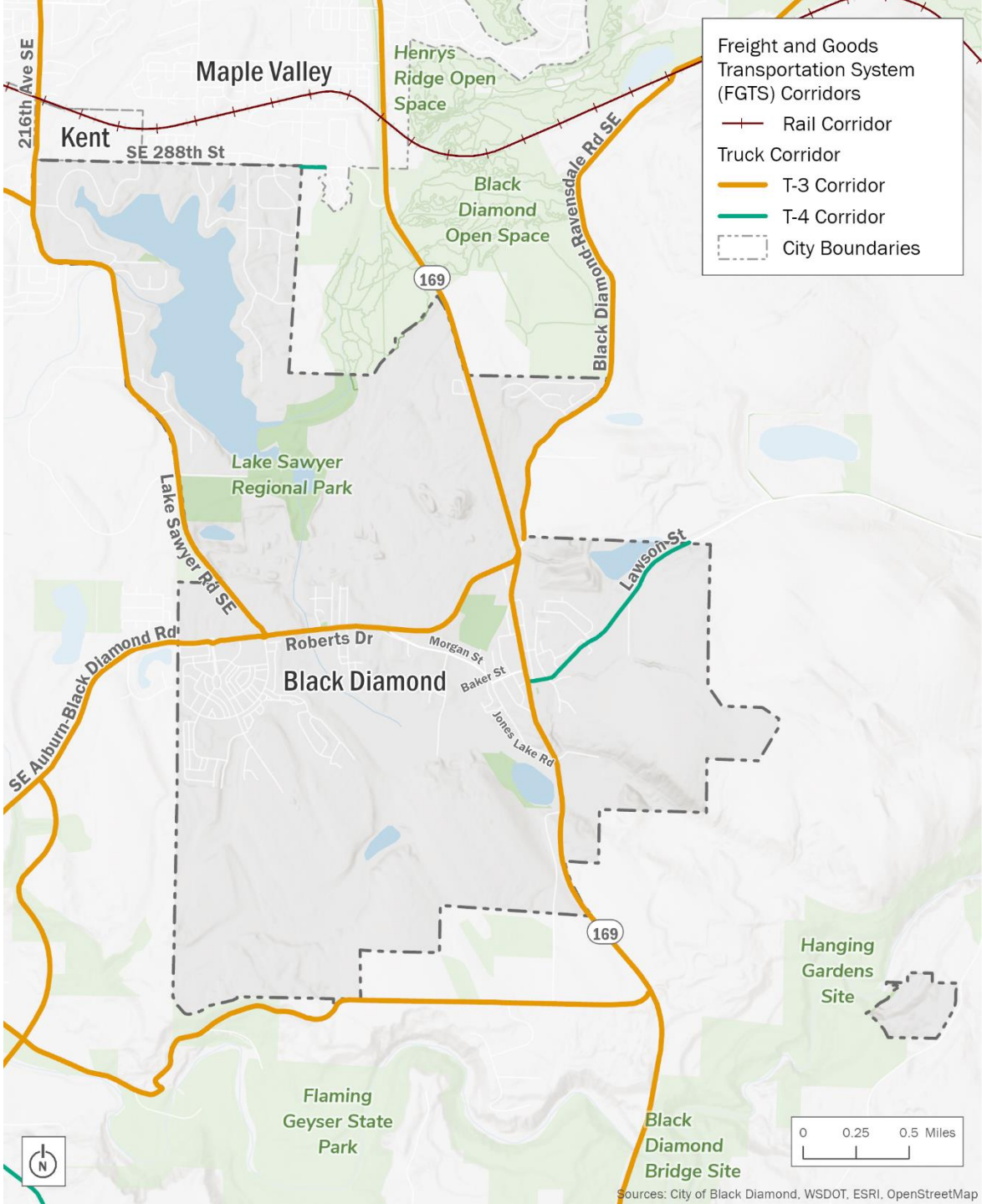
Transit

- Route 907
  - King County Metro
  - Dial-a-Ride Transit (DART) service
- Fixed route between Black Diamond, Maple Valley, and Renton
- Off-route trips provided within service area



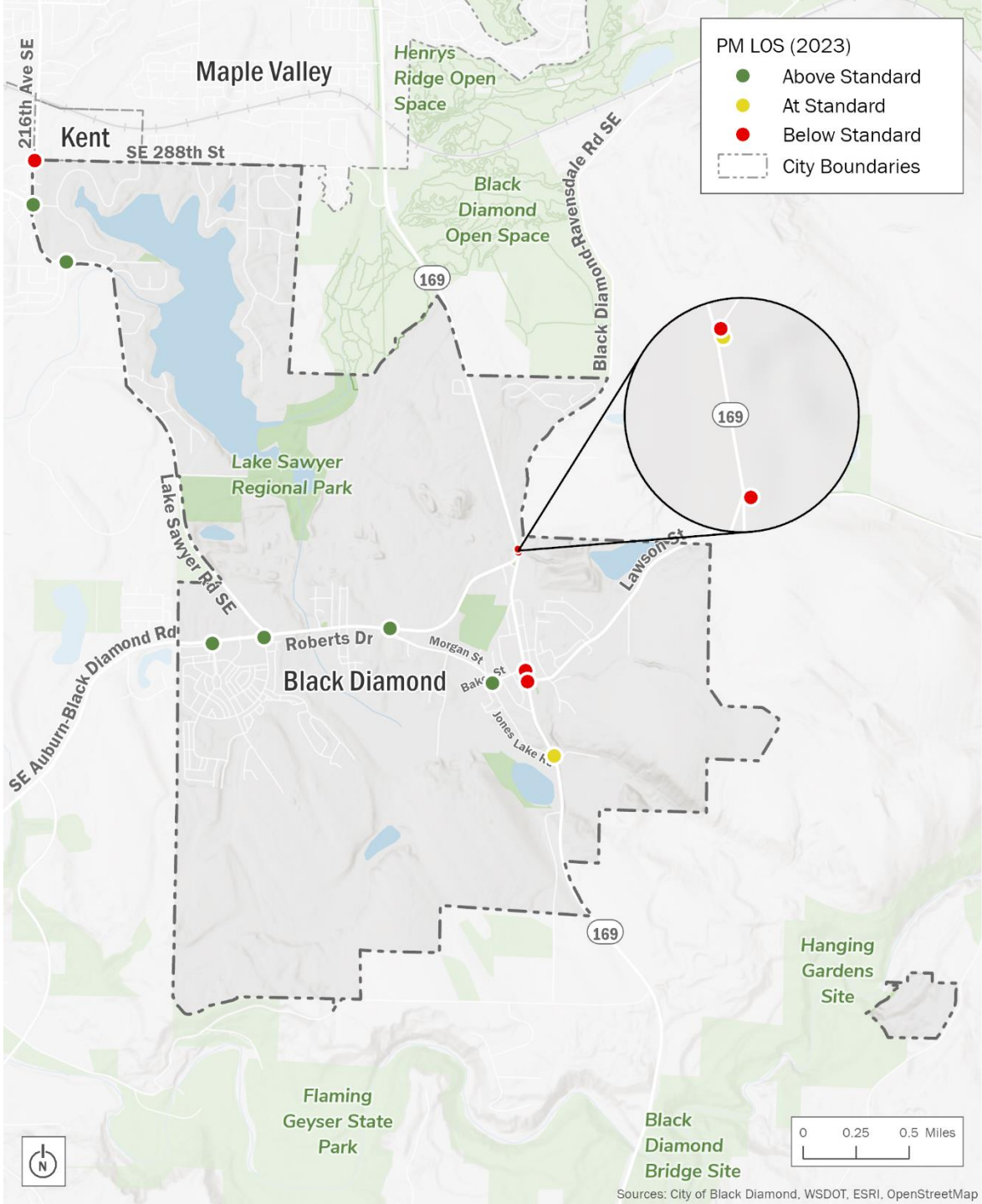
Freight

- 20 miles of FGTS truck corridors
- SR 169
  - Primary truck corridor
  - Freight traffic accounted for 8% of overall trips from SR 167 to SR 516 in 2023



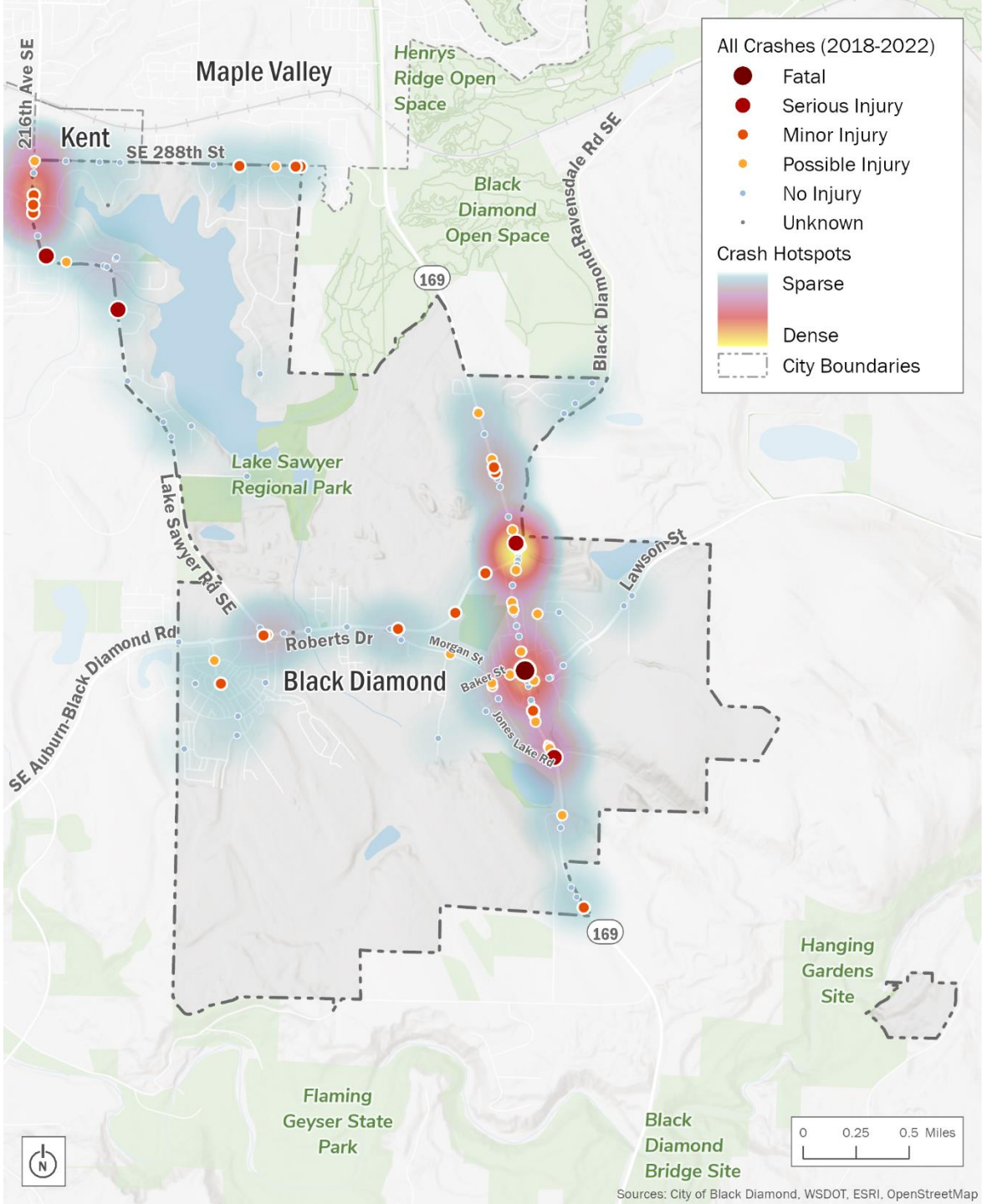
Operations

- LOS Standards
  - State Routes = LOS D
  - City Roads = LOS C
- Intersections operating below LOS standard:
  1. 216th Ave & SE 288th St
  2. SR 169 & Black Diamond- Ravensdale Rd
  3. SR 169 & Roberts Dr
  4. SR 169 & Lawson St
- Improvements underway for all 4 intersections



Safety

- Crash hotspots
  - SR 169 & Roberts Dr
  - Old Town
  - 216th Ave SE
- Fatal crashes
  - SR 169 & Baker St
- Active transportation
  - 4 crashes involving pedestrian or bicyclist
  - 1 serious injury at 224th Ave SE & SE 300th St



Policy Updates

Transportation Goals and Policies

Updates to Transportation Policies

- Consistency with other Comprehensive Plan Elements
  - "Goals and Policies" format

2019 Comprehensive Plan *Policies by Categories*	2023 Update *Policies by Goal*
• Design, Construction, and Maintenance • Road Character Right of Way • Funding, Concurrency, and Impact Mitigation • Coordination and Consistency Policies	1. Develop a **balanced transportation network** that supports the City's vision for future travel needs. 2. Reduce dependence upon single-occupancy vehicles (SOVs) by **encouraging multimodal travel** for all users, including pedestrians, bicyclists, and transit passengers of all ages and abilities. 3. Promote **financial and environmental health** benefits through transportation improvements. 4. Promote safe and efficient **movement of people and goods** within the City. 5. Identify transportation investments that **support the City's growth strategy**. **6. Promote equity** through transportation planning and investments.

Updates to Transportation Policies

- Addition on new policies consistent with PSRC requirements
  - Climate change and environmental impacts (2023 GMA Climate Amendments)
  - Equity
  - Multimodal priorities
  - Regional growth priorities

Updates to Transportation Policies

- Revised parking policies to allow greater flexibility
- Updated references to design standards where applicable
  - Complete Streets Ordinance (Ordinance No 18-1110)

Draft Transportation Goals & Policies

Goal	Policy
Transportation Goal #1 Develop a balanced transportation network that supports the City's vision for future travel needs.	T-1.1: Road Circulation
	T-1.2: Character through Design
	T-1.3 Roundabout
	T-1.4. Complete Streets
	T-1.5 Parking
	T-1.6: Right-of-way
	T-1.7 Safety

Draft Transportation Goals & Policies

Goal	Policy
Transportation Goal #2 Reduce dependence upon single-occupancy vehicles (SOVs) by encouraging multimodal travel for all users, including pedestrians, bicyclists, and transit passengers of all ages and abilities.	T-2.1: Facilities for All Ages and Abilities
	T-2.2: Level of Service **(new)**
	T-2.3: Active Transportation Access to Schools
	T-2.4: Trail Network **(new)**
	T-2.5: Mobility Trends **(new)**
	T-2.6: Transit Expansion

(Draft) New Transportation Policies

- T-2.2 – Level of Service
  - Expanded to include pedestrian, bike, and transit LOS
- T-2.4 – Trail Network
  - Former policy from Parks Element
- T-2.5 – Mobility Trends
  - Consideration of transportation technologies (e.g. E-bikes)

Draft Transportation Goals & Policies

Goal	Policy
Transportation Goal #3 Promote financial and environmental health benefits through transportation improvements.	T-3.1: Environmental Impacts
	T-3.2: Climate Change/Resiliency **(new)**
	T-3.3: Funding
	T-3.4: Maintenance
	T-3.5: Local Destinations **(new)**

(Draft) New Transportation Policies

- T-3.2 – Climate Resiliency
  - Added to be consistent with PSRC requirements
- T-2.5 – Local Destinations
  - Related to public spaces in Old Town

Draft Transportation Goals & Policies

Goal	Policy
Transportation Goal #4 Promote safe and efficient movement of people and goods within the City.	T-4.1: Level of Service (LOS)
	T-4.2: LOS Alternative
	T-4.3: Transportation Demand Management (TDM)
	T-4.4: Transportation System Management (TSM)
	T-4.5: Freight

Draft Transportation Goals & Policies

Goal	Policy
Transportation Goal #5 Identify transportation investments that support the City's growth strategy.	T-5.1: Concurrency
	T-5.2: Traffic Impact Analyses (TIS)
	T-5.3: Impact Mitigation
	T-5.4: Regional Coordination

Draft Transportation Goals & Policies

Goal	Policy
Transportation Goal #6 Promote equity through transportation planning and investments.	T-6.1: Access **(new)**
	T-6.2: ADA Transition Plan **(new)**
	T-6.3: Accommodations **(new)**
	T-6.4: Disproportionate Access **(new)**

(Draft) New Transportation Policies

- T-6.1 – Access
  - Public transit access
- T-6.2 – ADA Transition Plan
  - Development of plan
- T-6.3 – Access
  - Equitable access to transportation services
- T-6.4 – Disproportionate Access
  - Ensure disadvantaged communities are not unproportionately impacted by transportation investments.