



**CITY OF BLACK DIAMOND
PLANNING COMMISSION AGENDA
SPECIAL MEETING
SEPTEMBER 24, 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

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.

UNFINISHED BUSINESS:

- 1) Draft Transportation Element

PUBLIC COMMENTS:

ADJOURNMENT:

CHAPTER 7. TRANSPORTATION

7.1 Introduction

The City of Black Diamond's (City's) transportation system is essential to its ability to move people and goods efficiently throughout the city and to provide connectivity between Black Diamond and the greater Puget Sound region. As with many communities, the City's development pattern, natural features, and transportation system are inextricably linked. As a small community of predominantly rural character, the transportation network within Black Diamond is reflective of the original settlement pattern, varied topography, and stagnant growth up until the start of the buildout of Ten Trails and Lawson Hills master planned developments (MPDs). As accounted for in this Comprehensive Plan update, significant amounts of new residential and commercial development are still forecasted within both MPDs. This chapter of the comprehensive plan, also called the comprehensive transportation plan, identifies the policies and strategies for maintaining a safe, efficient, and effective transportation system that will serve both current and future needs for the City of Black Diamond. This chapter is supported by the Transportation Technical Appendix attached to this Plan, which summarizes the transportation data analysis.

7.2 Planning Framework and Consistency Statements

Growth Management Act

The Growth Management Act (GMA) (RCW 36.70A) includes planning requirements that link transportation directly to land use decisions and fiscal planning. The comprehensive transportation plan is structured within the context of these GMA requirements. Comprehensive Plans are required at a minimum to include the following elements for transportation:

- Inventory of local and state facilities and services;
- Land use assumptions for estimating travel;
- Traffic forecasts for at least ten years based on adopted land use plan;
- Level of service (LOS) standard for local arterials, state facilities and transit routes;
- Estimated traffic impacts and needs to meet current and future demands;
- Action plan to show compliance with level of service standards;
- Pedestrian and bicycle component; and
- Multiyear finance plan that identifies funding resources for action plan.

The GMA also requires coordination and consistency among planning efforts where there are "common borders or related regional issues" (RCW 36.70A.100). The Act also requires countywide and multicounty planning policies to serve as frameworks for ensuring consistency among local comprehensive plans (RCW 36.70A.210). The City's comprehensive transportation plan has been prepared consistent with State GMA requirements.

In addition, the Regional Transportation Planning Organization legislation, which was adopted with the GMA, mandates that regional agencies review and certify transportation elements in local comprehensive plans if they are consistent with regional transportation plans (RCW 47.80.023).

Puget Sound Regional Council

The Puget Sound Regional Council (PSRC) sets regional growth policies for King, Pierce, Snohomish, and Kitsap Counties, and is tasked with reviewing local agency comprehensive plans to ensure that regional and local planning efforts are coordinated, and adopted regional policies and provisions are addressed. Adopted in 2020, VISION 2050, establishes the long-term goals for growth management, economic, and transportation issues. This Transportation Element is consistent with the VISION 2050 priorities.

VISION 2050 identifies several key goals for transportation in the region:

- **Maintenance, Management, and Safety** – Maintain, preserve, and operate the existing transportation system in a safe and usable state.
- **Support the Growth Strategy** – Support the regional growth strategy by focusing on connecting centers with a highly efficient multimodal transportation network.
- **Greater Options, Mobility, and Access** – Invest in transportation systems that offer greater options, mobility, and access in support of the regional growth strategy.

The City's comprehensive transportation plan has been prepared consistent with PSRC's VISION 2050. PSRC requirements for Comprehensive Plans include the following major elements for transportation:

- Include transportation system management and demand management programs and strategies.
- Use land development tools and practices that support alternatives to driving alone, including walking, biking, and transit use.
- Include complete street provisions and improve local street patterns for walking and biking.
- Avoid new or expanded facilities in rural areas.
- Design transportation facilities to fit the community in which they are located.
- Use urban design principles when developing and operating transportation facilities in cities and urban areas.
- Incorporate environmental factors into transportation decision-making, including attention to human health and safety.
- Identify stable and predictable funding sources for maintaining and preserving existing transportation facilities and services.

Countywide Planning Policies

To implement policies from the GMA and VISION 2050, King County developed Countywide Planning Policies (CPPs) as a framework for cities and towns to manage growth. The Regional Growth Strategy prioritizes walkable, compact, and transit-oriented communities, along with efficient transportation options for the movement of people and goods between major industrial areas and locally designated centers. The transportation CPPs include goals and supporting policies focused on:

- Supporting Growth – providing a transportation system that advances the Regional Growth Strategy;
- Mobility – offering a full range of travel modes to efficiently move people and goods within and beyond the region; and
- System Operations – ensuring the design, maintenance, and operation of the transportation network prioritizes safety, efficiency, and sustainability.

Need for the Comprehensive Transportation Plan

The City completed its first comprehensive transportation plan in 1996, followed by updates in 2001, 2009, and 2019, with the current update presented in 2025. This update provides a revised look at the existing transportation system, addresses changes in legislative requirements, reflects changes in economic conditions, evaluates current needs, and reviews the adequacy of the planned transportation improvements with consideration of the MPDs to meet future travel needs and conditions. Consistent with the regional update cycle, the City's comprehensive transportation plan is being updated to:

Determine Existing Transportation Deficiencies. An inventory of the transportation system identifies the existing needs of the Black Diamond community.

Meet GMA Requirements. The City is required by the GMA to develop a comprehensive plan including a transportation chapter that includes a list of future system improvements to meet identified future needs and a multi-year financing plan.

Qualify for Funding. State and Federal agencies require local governments to have a comprehensive transportation plan that demonstrates the community's vision of its future.

Plan for the City. Both public and private sectors can use the comprehensive transportation plan when making decisions about the transportation system.

7.3 Elements of the Transportation Chapter

This Chapter of the Comprehensive Plan, with the information provided in the technical appendix, includes the following key elements:

Transportation Policies. A list of policies the City will focus on to develop and maintain an efficient transportation system;

Transportation Improvement Program. A list of transportation improvements to mitigate traffic congestion;

Funding Strategy. A plan for funding the improvements and a contingency plan with additional funding sources; and

Concurrency Management System. A monitoring system the City will use to make sure the transportation network will be able to accommodate development as it occurs.

7.4 Transportation 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.

- Policy T-1.1:** Guide the development of an interconnected roadway network to provide circulation throughout the City using the following strategies:
- 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.
 - Investigating the allowance of "low impact development" designs that minimize pavement width and emphasize the use of landscaping, and natural stormwater infrastructure treatment methods.
 - Allowing roadway dedications to increase the connectivity of the City's roadway network for roadways that are public and comply with Complete Streets standards.

- Policy T-1.2:** Enhance the historic character of Black Diamond through streetscape design 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 area. 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.
 - Encouraging landscaping and minimize impacts to trees and vegetation through minimized right-of-way clearing in the design and construction of roadways.
 - 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.
- Policy T-1.3:** Encourage intersection designs that prioritize safety for vulnerable roadway users. Promote roundabouts as the preferred intersection control type for all new facilities 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:** Improve the existing network to accommodate all modes of travel, including pedestrians, bicyclists, people with disabilities, and people accessing transit consistent with Complete Streets Ordinance.
- Policy T-1.5:** Balance downtown parking needs by the following methods:
- Encourage use of transit or active transportation to access key destinations.
 - Consider the use of a Local Improvement District (LID) to fund temporary parking improvements near Town Center for weekend or special events.
 - Discourage on-street parking along the SR 169 corridor.

- Development of an off-street parking plan for Town Center 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.

Policy T-1.6: Identify, acquire, and protect rights-of-way for future roadway and active transportation facilities. Identify specific transportation corridors and protect needed rights-of-way as soon as possible, which may include the following methods:

- 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 from 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: Provide a transportation system that enhances the health and safety of residents by:

- Improving safety at locations with known safety issues.
- Minimizing conflict points at high crash 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.

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: 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. City actions will:

- Require new roadways to incorporate pedestrian, bicycle, and transit facilities consistent with Complete Streets Ordinance. Provide infill of active transportation facilities with improvements to the existing roadway.
- 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.

Policy T-2.2: 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 guidelines 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

- 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

- Transit 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

Policy T-2.3: Identify safe and desirable walking and bicycling routes that connect schools to residential, recreational, and commercial areas throughout the City. 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.

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-2.6: Coordinate planning and operation of efficient and varied means of transportation for the City of Black Diamond's transportation system 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. Encourage 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-3.1:** Design transportation facilities within Black Diamond that avoids or minimizes adverse environmental impacts resulting from their construction and operation 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 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-3.3:** 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-3.4:** 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.

Policy T-3.5: Activate public spaces in Town Center 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-4.1: 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.

Policy T-4.2: Allowing less restrictive LOS standards for roadways within Town Center to prioritize bicycle, pedestrian, and transit users. 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-4.3: Transportation demand management (TDM) to optimize the transportation system's capacity and reduce the need for capital improvements. 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-4.4: Utilize 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:

- Intersection and signal improvements
- Roadway bottleneck removal programs
- Data collection to monitor system performance
- Special events management strategies
- 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-4.5: Optimize freight corridors to facilitate efficient freight operations. Ensure SR 169, which is part of the National Highway System, accommodates freight movement.

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

Policy T-5.1: Ensure that transportation improvements or strategies are constructed or financed concurrent with development, including roadway, pedestrian, bicycle, and transit facilities (when supported by regional transit providers). This also includes coordinating the City's concurrency program with plans of other transportation agencies. The most significant adopted mechanism for meeting concurrency standards is the City's approval of two major MPD Development Agreements that require the Master Developer to implement the capacity-adding projects identified in the City's 2009 Comprehensive Plan and bind the Master Developer to a detailed implementation schedule that ties the timing of these transportation improvements to dwelling unit counts. The MPD Development Agreements also include the Master Developer's comprehensive mitigation agreements with neighboring cities of Maple Valley and Covington. 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-5.2: 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.

Policy T-5.3: 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.

Policy T-5.4: 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.

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

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

Introduction

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

- 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

The following section describes how people in Black Diamond use the transportation network today and how that may change over the next 20 years. In addition to land uses and regional destinations, the built environment influences the routes people travel and whether they choose to drive, bike, walk, or roll.

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 7-1). The peak volumes for vehicles, pedestrians, bicyclists, and transit can occur at different times by location. For example, areas near schools are influenced by the start and end of classes, resulting in increased pedestrian and vehicle volumes during these times.

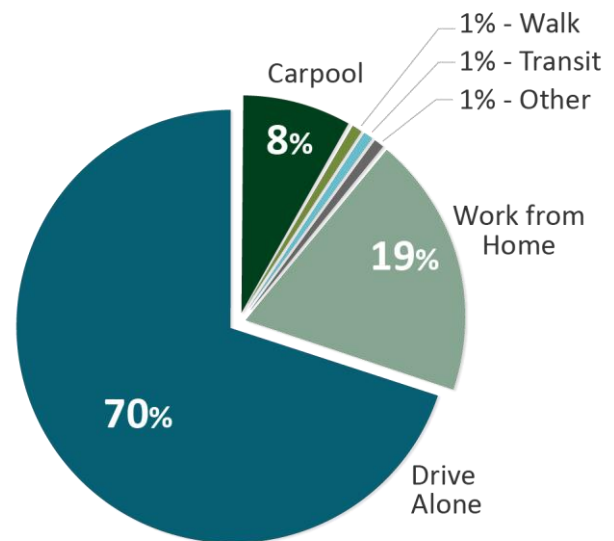


Figure 7-1. Means of Transportation to Work

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

Roadway Network

The City forms the southeastern edge of King County's urban area. The City has approximately 52 miles of existing roadways, as shown in Figure 7-2. The city's rural character has influenced its transportation network, prioritizing major thoroughfares over a structured grid of streets.

The city is bisected by State Route (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 and 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 and 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 links 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 7-1 provides an overview of the major roadways in Black Diamond.

Table 7-1. Major Roadways

Roadway	Functional Classification	Posted 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	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 (228th Avenue SE, 224th Avenue SE, SE 296th Street, 216th Avenue SE)	Minor Arterial	35–45 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

SR = State Route

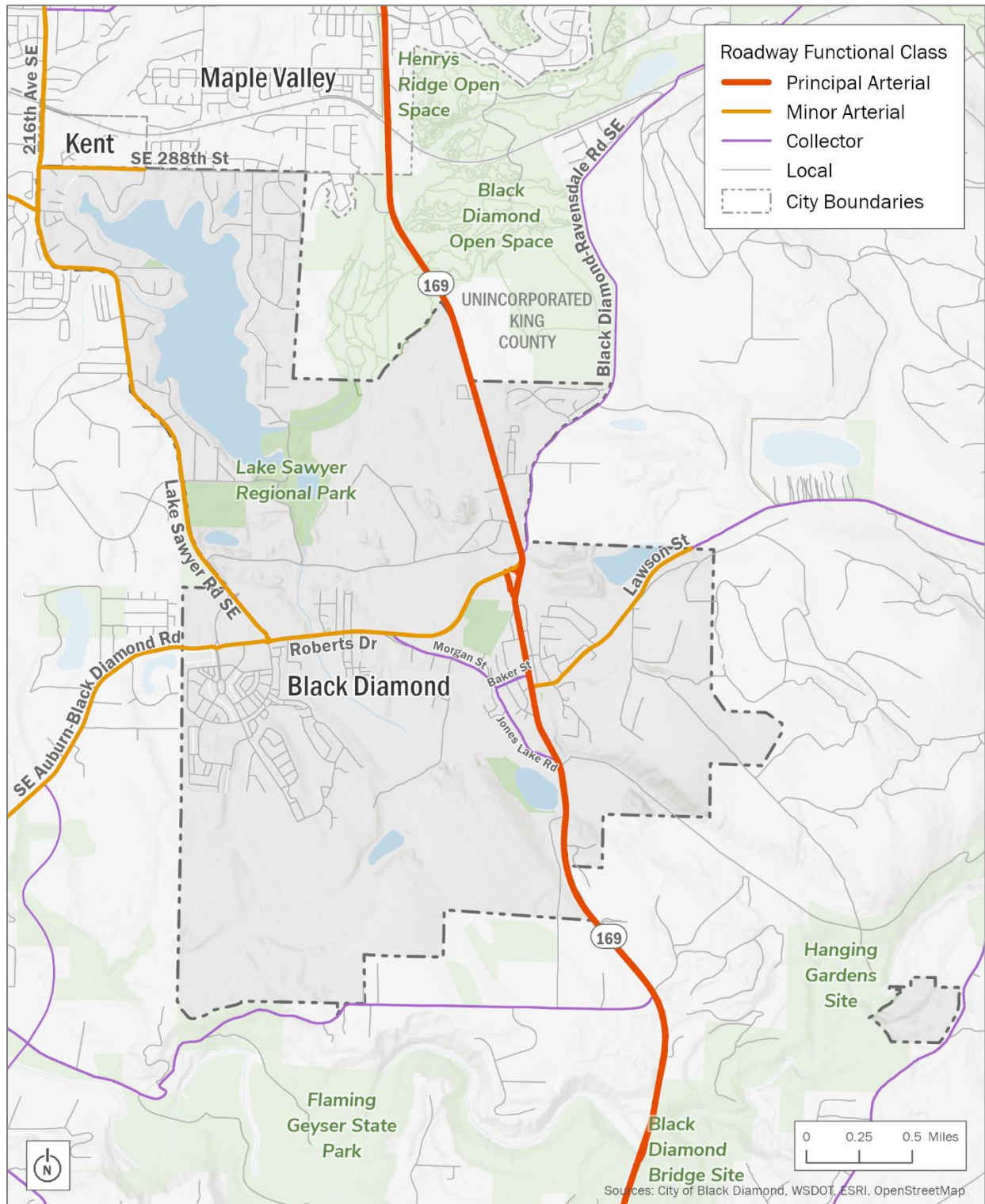


Figure 7-2. Roadway Functional Class

Traffic Volumes

Traffic counts were collected throughout the city in May 2023. Table 7-2 summarizes the rates of growth along Black Diamond's major corridors compared to 2015 PM peak hour traffic volumes from the last Comprehensive Plan update.

Table 7-2. Historical Weekday PM Peak Hour Traffic Volume Comparisons

Roadway	Location	Total Volume (2015)	Annual Growth (2015–2023)	Total Volume (2023)
216th Avenue SE	n/o Covington Sawyer Road	750	2.7%	955
216th Avenue SE	s/o Covington Sawyer Road	660	2.6%	835
Lake Sawyer Road	n/o SE Auburn Black Diamond Road	205	5.3%	355
Roberts Drive	w/o Morgan Street	425	4.7%	685
Morgan Street	s/o Roberts Drive	180	4.9%	295
Lawson Street	e/o SR 169	200	2.3%	245
SR 169	n/o Black Diamond Ravensdale Road	925	3.5%	1,280
SR 169	n/o Baker Street	915	3.4%	1,250
SR 169	s/o Lawson Street	785	3.7%	1,120

e/o = east of; n/o = north of; s/o = south of; SR = State Route; w/o = west of

As shown in Table 7-2, the annual traffic growth for the weekday PM peak hour ranged between 2.6% to 4.9%. Along SR 169, weekday PM peak hour traffic grew between 3.4% to 3.7% annually.

Many factors have contributed to the traffic volume changes since the 2019 Transportation Element was completed. Figure 7-3 shows daily traffic volumes within the City. New residential development in the Ten Trails Master Planned Developments has increased demand on the local and regional roadways in the area. Additionally, new residential developments in neighboring communities have increased commuting patterns along SR 169.

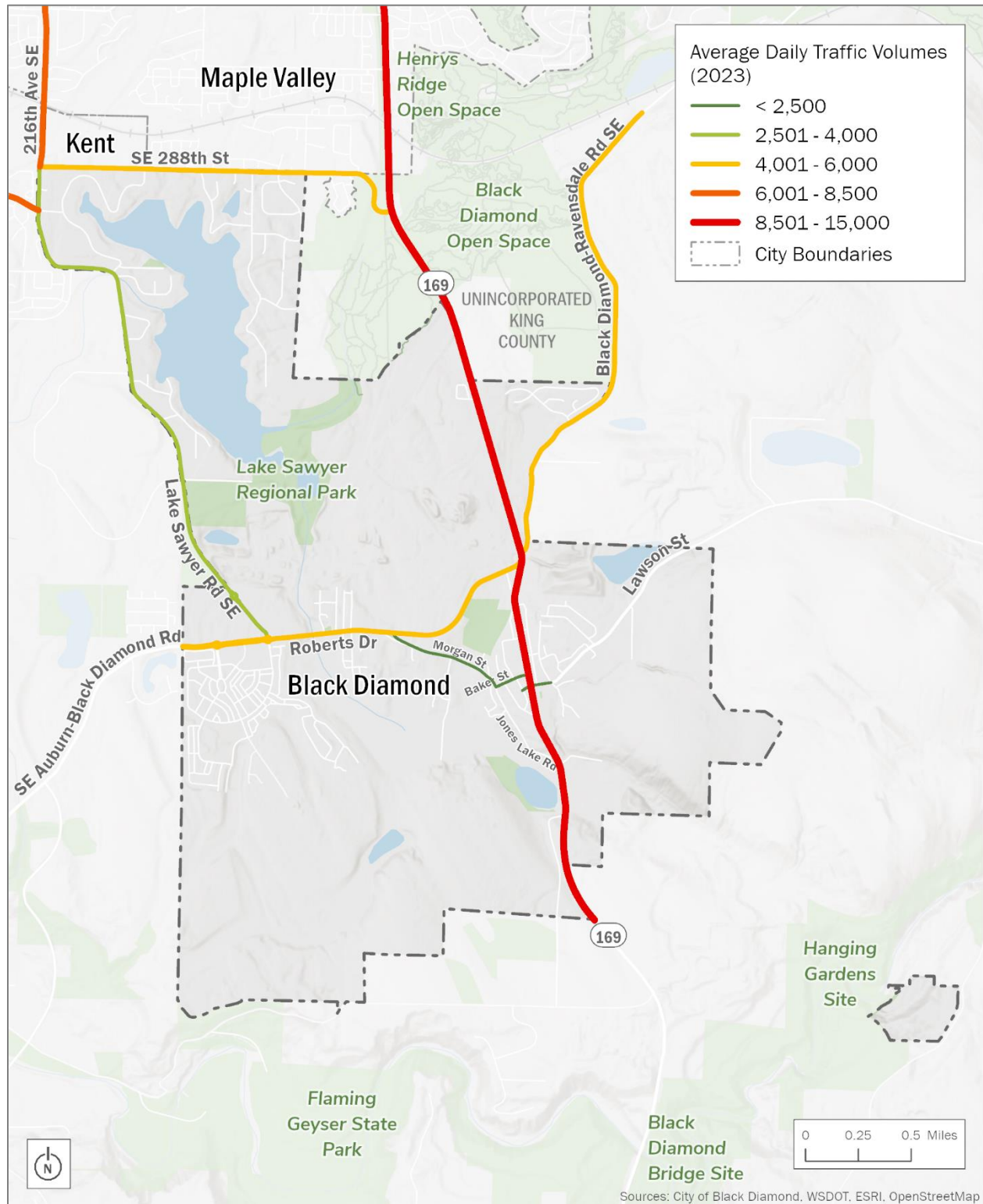


Figure 7-3. Traffic Volumes (2023)

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 on 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 unsignalized 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 7-3 outlines LOS definitions established by the HCM.

Table 7-3. Major Roadways

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	Traffic flow is stable, 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	Vehicles experience 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

Vehicle Level of Service Standards

The City's existing LOS standard is LOS C for all City intersections. These standards apply to the weekday PM peak hour.

SR 169 is classified as a Highway of Statewide Significance (HSS). Per the Washington State Department of Transportation's (WSDOT) 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. The Growth Management Act (GMA) concurrency requirements do not apply to HSS facilities, per state legislation.

Year 2023 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.). Figure 7-4 summarizes the LOS results, delay, and worst movements at the study intersections for the 2023 weekday PM peak hour.

As shown in Table 7-4, 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

Table 7-4. 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

Projects are currently planned at all four intersections that will address the LOS deficiencies and are included in 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, are shown in Table 7-5.

Table 7-5. 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	

LOS = level of service

¹ Roundabout constructed as part of the overall project with State Route (SR) 169/Black Diamond Ravensdale Road and SR 169/Roberts Drive

² Intersection control will be determined by the Intersection Control Evaluation process with the Washington State Department of Transportation.

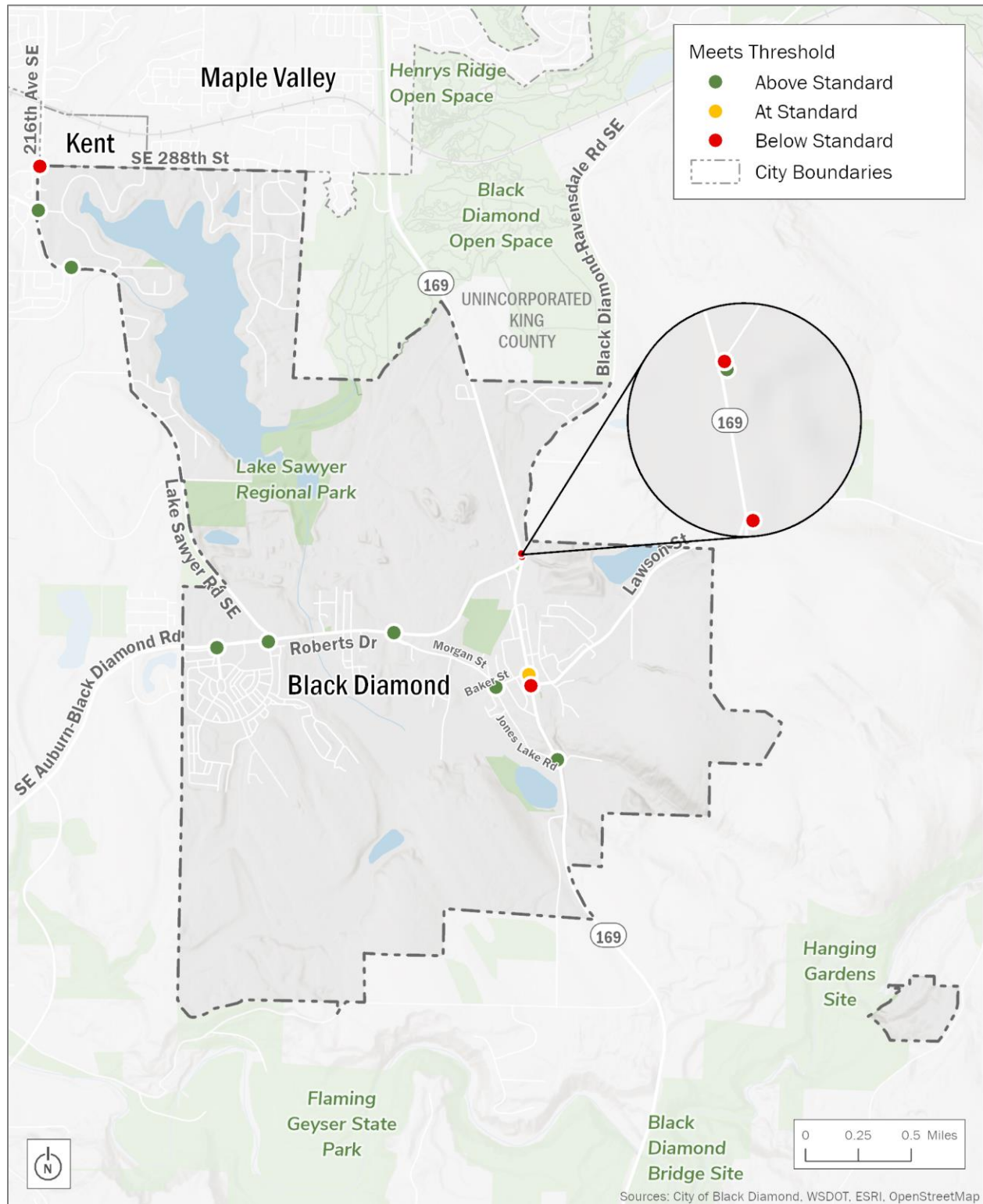


Figure 7-4. PM Level of Service (2023)

Active Transportation Facilities

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 7-5. Although the inventory encompasses all sidewalks within the city, the City's responsibility for maintenance is limited to those located on public roads. Most streets with 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 as well as 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 7-6 summarizes the existing sidewalks in Black Diamond.

Table 7-6. Sidewalk Availability

	Existing Sidewalks		No Sidewalks (Miles)	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 7-6. Most of these lanes can be found within or near the Ten Trails development and measure 5 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 7-7.

Table 7-7. 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	—	

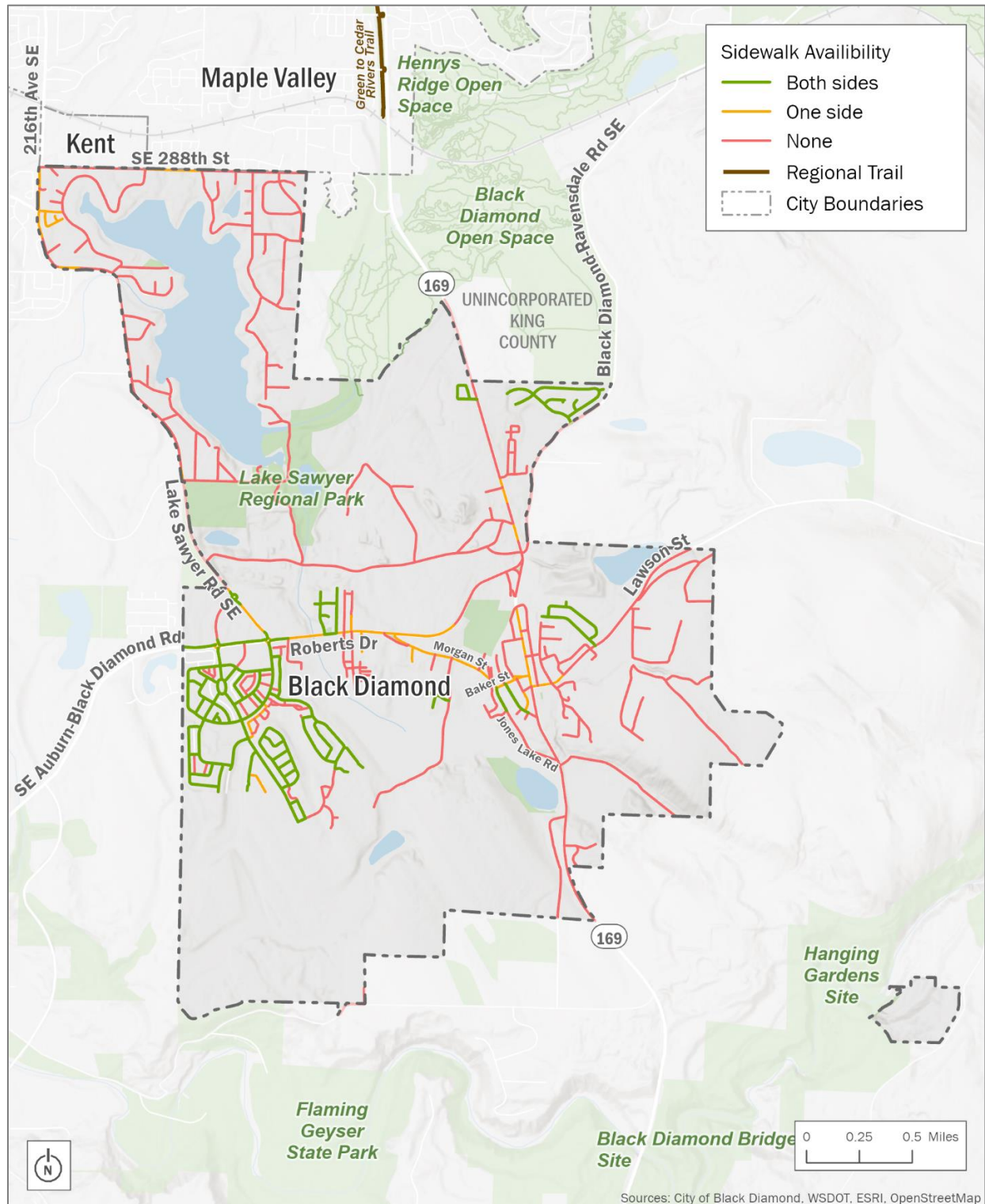


Figure 7-5. Existing Pedestrian Facilities

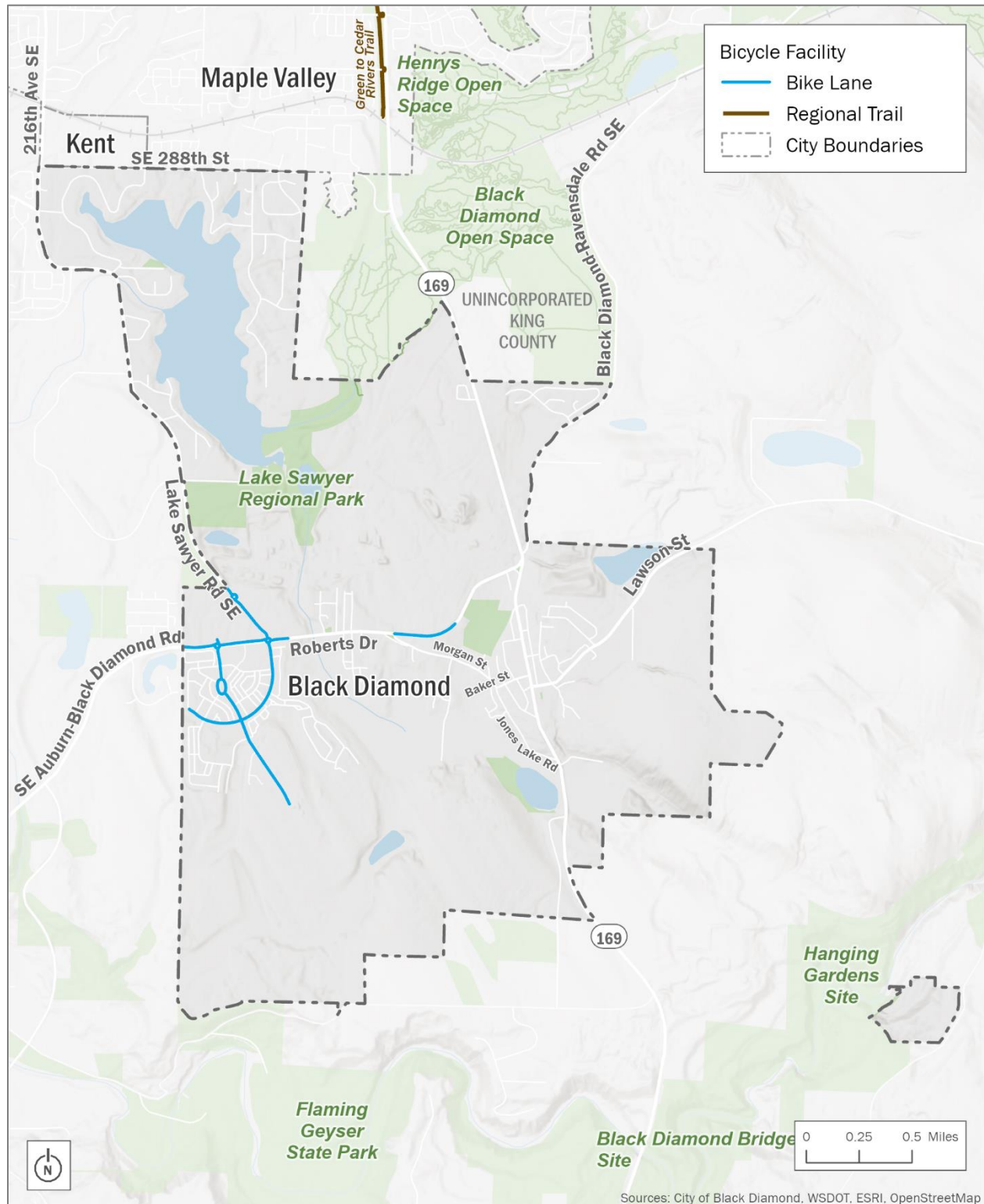


Figure 7-6. Existing Bicycle Facilities

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 need 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 7-7 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

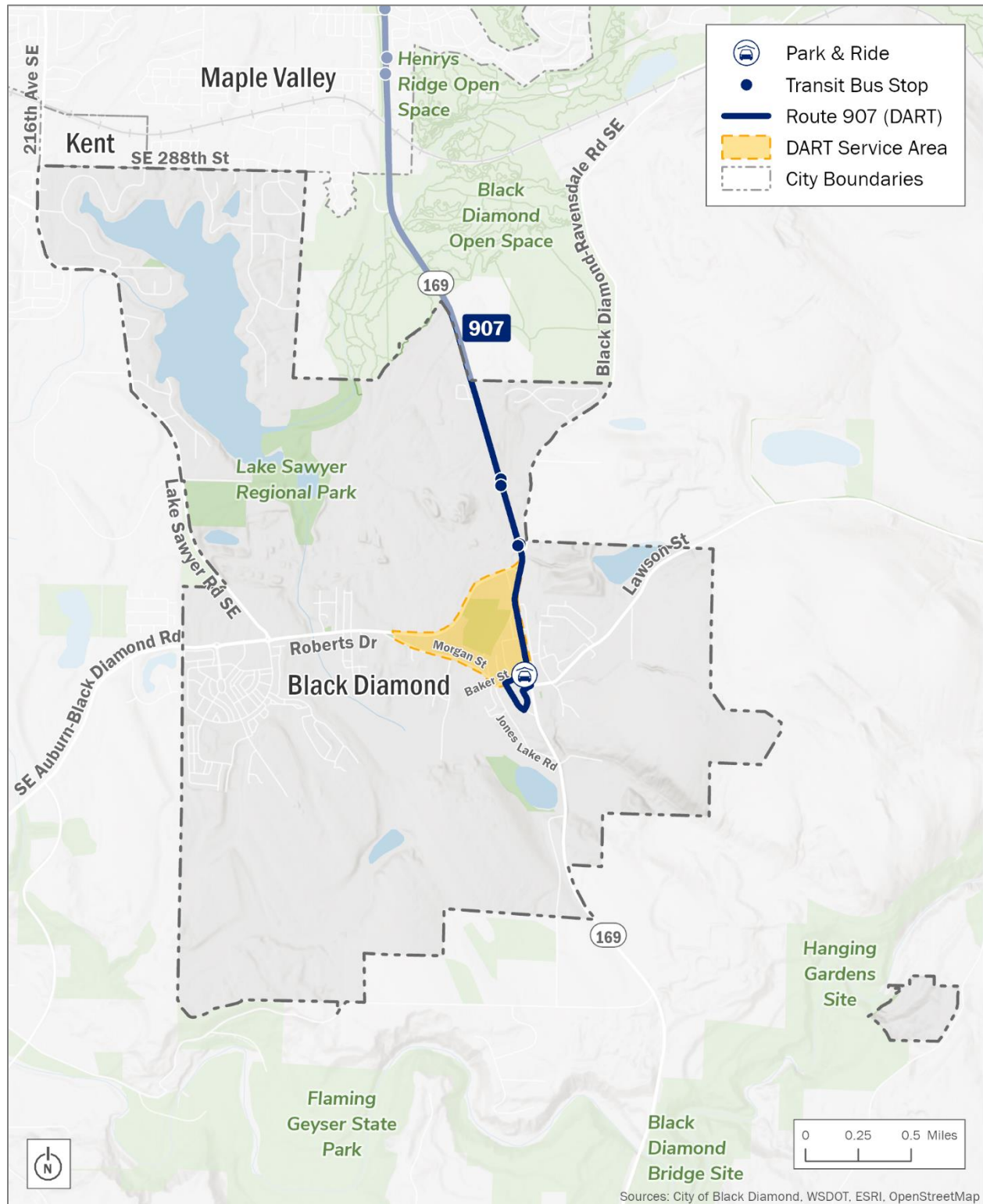
There are currently no railroads located within Black Diamond city limits. Rail lines that had historically provided service from Seattle to Black Diamond have since been decommissioned, and the last coal trains left Black Diamond in 1969. The former rail line traveled north-south through Black Diamond 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 used primarily for recreational purposes.

Aviation Transportation

The closest major airport facility is SeaTac International Airport, located approximately 22 miles to the west. Black Diamond 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 summer months.

**Figure 7-7. Transit Network**

Freight

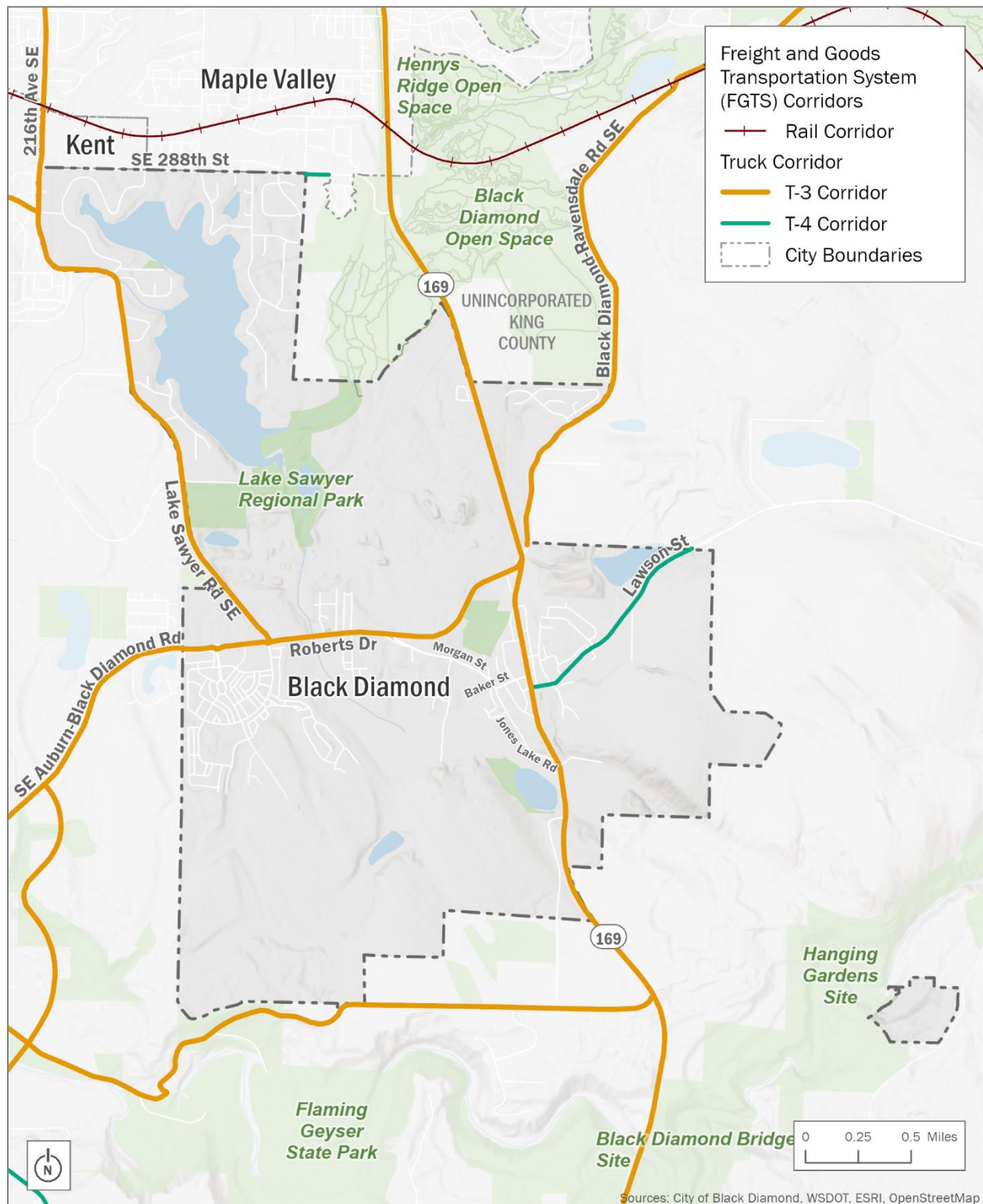
The Washington State Freight and Goods Transportation System (FGTS) is used to categorize freight corridors throughout the state, classifying corridors using annual freight tonnage moved by mode, as shown in Figure 7-8. FGTS corridors—which include truck, rail, and waterway corridors—identify highways 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 2 years by 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 7-8.

Table 7-8. FGTS Truck Corridors

Tier	Description	Roadways	Ownership
T-1	More than 10 million tons/year	NA	
T-2	4 million to 10 million tons/year	NA	
T-3	300,000 to 4 million tons/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/year	Lawson St	City
T-5	At least 20,000 tons in 60 days and less than 100,000 tons/year	NA	

NA = not applicable; SR = State Route; WSDOT = Washington State Department of Transportation. Source: WSDOT 2023

**Figure 7-8. Freight Corridors**

Safety

Reported crashes from 2018 to 2022 were analyzed using WSDOT-provided data to provide insight into existing safety conditions of Black Diamond's transportation network and opportunities to improve safety across the system. Data includes information on the crash location, what modes of travel were involved in the crash, and the crash severity.

The 5-year crash history for 2018–2022 was analyzed for crash hotspot areas and corridors within Black Diamond, shown in Figure 7-9. 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. 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 Diamond-Ravensdale Road SE and 216th Avenue SE/SE Covington Sawyer Road had the densest crash hotspots within the city.

Table 7-9 summarizes the 5-year crash history by severity for all reported crashes in Black Diamond from 2018–2022. A total of 193 crashes were reported during 2018–2022. Of these crashes, there were five fatal or serious injury crashes (2.6% of all crashes). Between 2018–2022, there were four crashes involving pedestrians or bicyclists. 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 7-10.

Table 7-9. Crash History (2018–2022)

Crash Severity	Crashes involving Active Transportation Users		Vehicles	Total Crashes
	Pedestrian	Bicyclist		
Fatal			1	1
Serious Injury		1	3	4
Possible Injury	1		37	38
Minor Injury			18	18
No Injury		2	123	125
Unknown			7	7
			Total	193

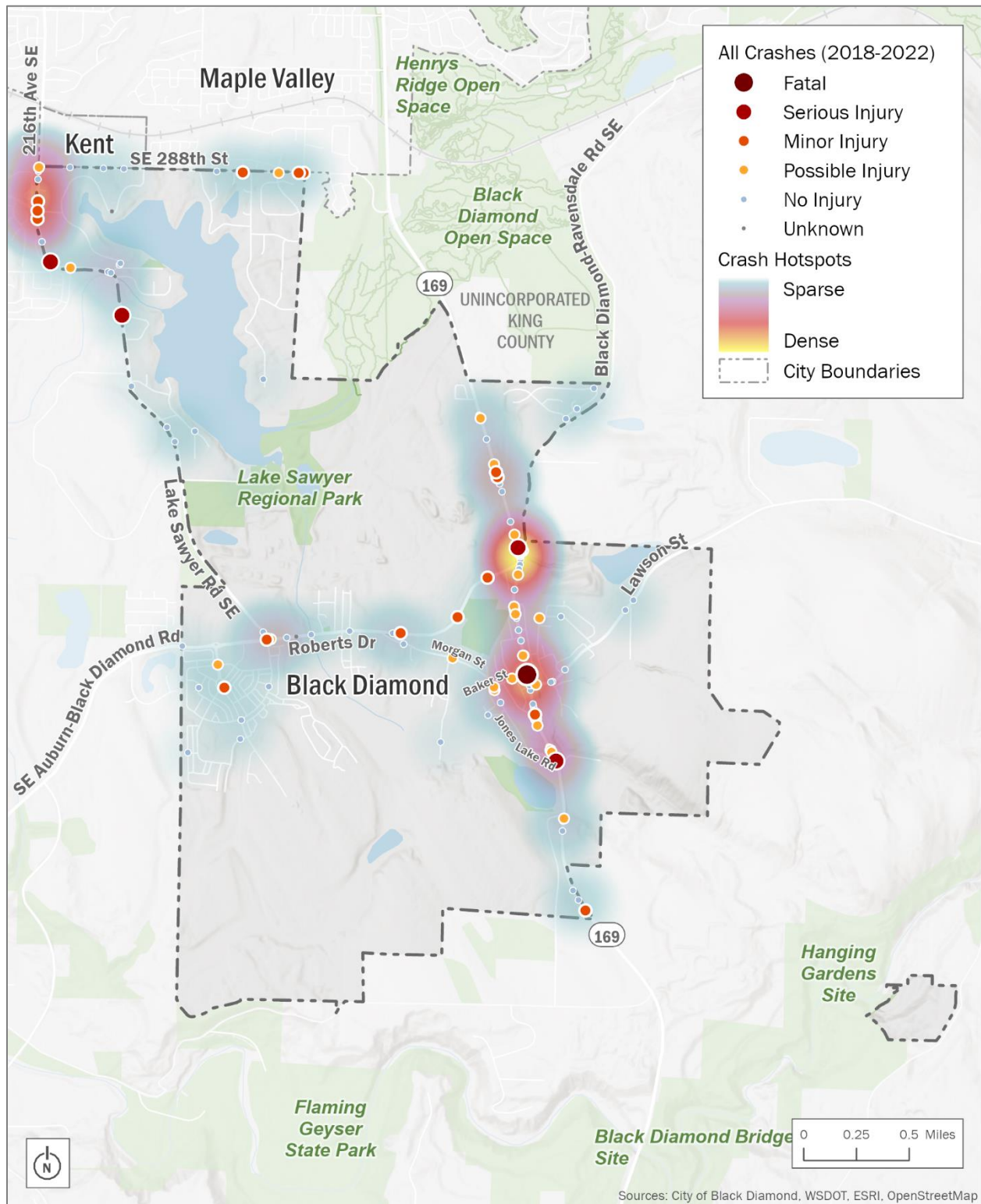


Figure 7-9. 5-Year Crash History (2018–2022)

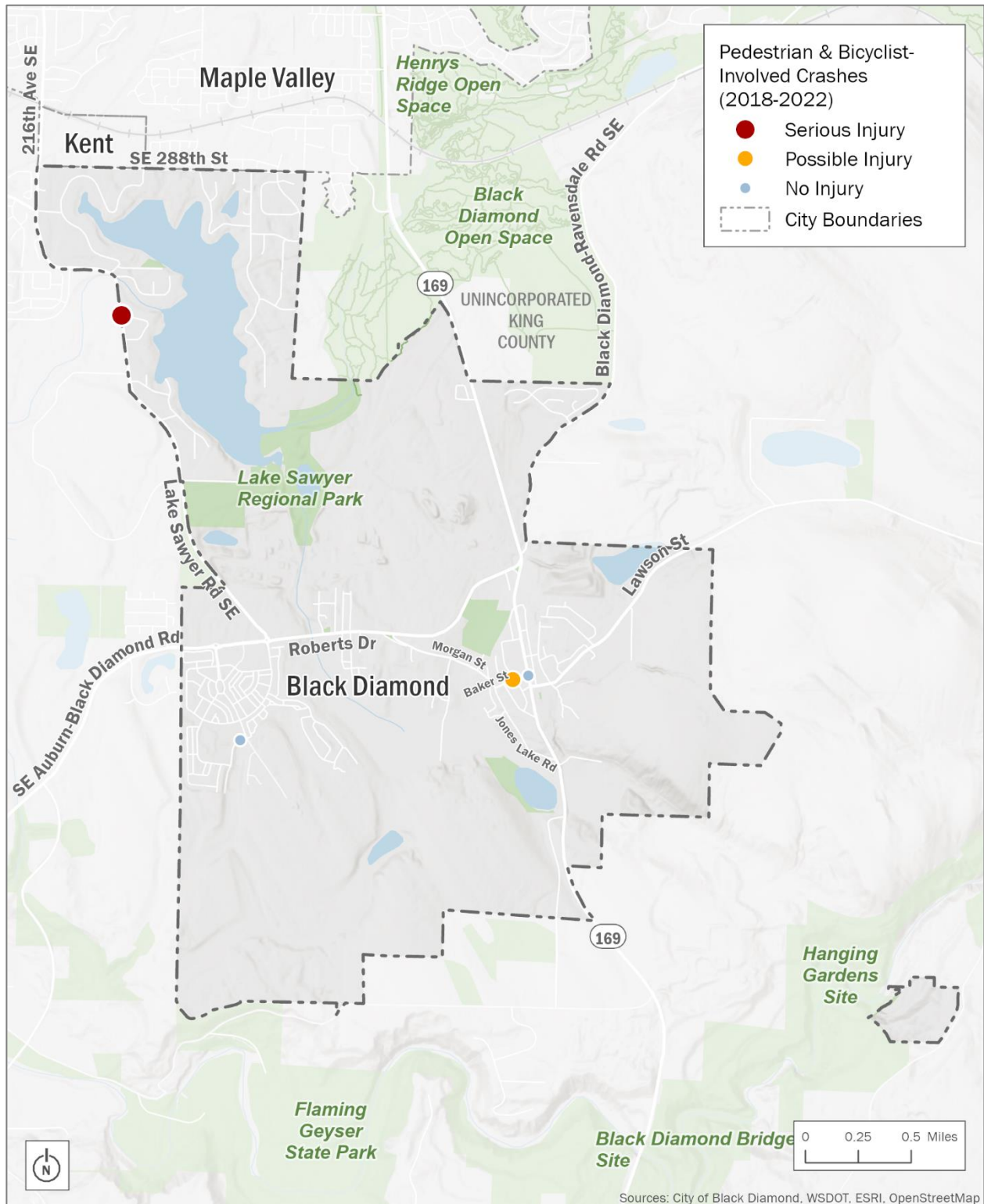


Figure 7-10. Pedestrian and Bicyclist-Involved Crashes (2018–2022)

Travel Forecasting

To anticipate future transportation demands, the City's Transportation Appendix incorporates considerations for the projected growth. The GMA requires cities to plan their transportation systems at least 10 years into the future. In alignment with the requirements, the City has designated the year 2044 as the horizon for this plan, allowing time for a comprehensive assessment and build-out of the transportation infrastructure needed to accommodate the expected growth within and around the City. Detailed travel forecasts and analysis of average PM peak hour weekday traffic conditions are included below. This peak hour typically experiences the highest traffic volumes in the community, providing the basis for identifying capacity-related improvement needs or travel demand management (TDM) strategies may include promoting alternative modes of transportation or and enhancing public transit options.

Land Use

Under the GMA, cities are required to ensure that their travel forecasts align with land use assumptions. The forecast data is used for a variety of purposes, notably including analysis of the transportation system's predicted future performance and ability to accommodate new trips.

The City is planning for expected growth in housing units and employment over the next 20 years through 2044. The City allocates growth throughout Black Diamond based on adopted zoning, known development plans (including the Lawson Hills and Ten Trails Master Planned Developments) observed development patterns, and other City policies. The forecasted growth land use data is consistent with the Land Use Element and buildable lands inventory.

The City of Black Diamond is unique among other cities in the area because the City has two major vested master planned developments (MPDs), under which the Master Developer is entitled to develop up to a maximum of 6,050 dwelling units. The MPD permits were approved by the Black Diamond City Council in 2010, and the corresponding development agreements were approved by the Black Diamond City Council in 2011. These MPD approvals predate the Puget Sound Regional Council's (PSRC) preparation of Vision 2050, the regional multicounty plan for Puget Sound. Under the GMA, the City is legally obligated to plan for the development assumptions included in the MPD development agreements. The development agreements for the MPDs include a vesting period that expires on October 3, 2025, which means that MPD implementing projects will be vested to the regulations referenced in the development agreements as long as complete applications for those projects are filed by October 3, 2025. Given state laws governing the duration of approved preliminary plats, it is possible that build-out of the MPDs under the Master Developer's vested rights could continue through 2031 or possibly 2032. For planning purposes in this Periodic Update, full build-out of the MPDs is forecasted to occur in year 2032.

The City and its consultants reviewed the population and job allocations supplied by PSRC and concluded that the future values provided by PSRC and King County did not include the entitled MPD growth. Therefore, it was determined among City staff and the consultant team that it would be necessary to revise the set of 2044 projection numbers to accurately run a transportation model for the

Periodic Update that reflects the realities of the approved MPDs and fulfills the requirements of the GMA. The housing and employment assumed in the travel demand model is included in **Appendix 7-1**.

It is important to acknowledge that when the 2044 population and job numbers shown below are used as “inputs” for traffic modeling purposes, they will not (and are not intended to) align precisely with King County and PSRC growth assumptions, which significantly understate planned growth within the City over the next twenty years. Instead, this approach emphasizes and fulfills the City’s legal obligation under the GMA to accommodate the growth actually anticipated under the vested MPD development agreements and the best information presently available. The travel forecasts were based on land use projections for the year 2044, which include a population of 19,049 and 3,429 jobs.

Travel Forecasting Process

A description of the travel demand modeling process is summarized below.

- **The Tool.** The PSRC regional Activity-Based Travel Demand model was used as the base for the City’s travel demand forecasting model.
- **Estimate Land Use Growth in the City.** The City is planning for expected growth in housing units and employment over the next 20 years through 2044. The City allocates the growth throughout Black Diamond based on adopted zoning, known development plans, observed development patterns, and other City policies.
- **Capture Regional Growth Patterns.** Other communities throughout the region are going through this same process, based on direction from PSRC. Since travel does not stop at a jurisdiction’s borders, it is important to capture how regional growth could influence travel patterns on Black Diamond’s streets.
- **Translating Land Uses into Trips.** The next step is evaluating how the City and regional growth assumptions described above translate into walking, biking, transit, and auto trips. The travel model represents the number of housing units and employees in spatial units called traffic analysis zones (TAZs). TAZs can be as small as a few street blocks or as large as an entire neighborhood. They provide a simplified means to represent trip-making rather than modeling individual parcels. The travel model estimates trips generated from each TAZ (both inside and outside of the City) using established relationships between different land use types with trip making. These trips are then assigned to the roadway network to estimate how much traffic would be on each street during the evening commute hour.
- **Incorporating known improvement projects.** The 2044 travel demand model incorporates improvement projects in the City of Black Diamond’s TIP, improvement projects required by the City’s MPD Development Agreement, improvement projects in TIPs from the City of Covington and the City of Maple Valley, and PSRC’s 2050 Plan compilation of regional projects.
- **Model Refinements.** The final step is refining the forecasts based on reality checks that the travel model may not capture.

Baseline Transportation Improvements

To understand the need for City projects, the 2044 baseline model includes City projects that are in design, under construction, or recently built, in addition to improvement projects required as part of the MPD Development Agreements. The improvements were defined based on local agency Transportation Improvement Programs and the PSRC's Transportation 2050 Plan compilation of regional projects. The baseline projects were input into the travel demand model and the 2044 baseline forecasts were prepared. The 2044 baseline travel forecasts were used to determine where future operational and capacity deficiencies are likely to occur. A description of the improvements included in the baseline forecasts is included in **Appendix 7-2**.

Traffic Forecasts

The results of the travel demand forecasting for the year 2044 show the following:

- In general, traffic volumes on City streets are forecasted to grow by approximately 2.3% annually.
- Volumes on SR 169 are forecasted to grow by just under 2% annually.

The resulting traffic forecasts were evaluated using the City's traffic operations model to identify the resulting LOS.

Future Transportation Network

The City is planning for a future transportation system that serves all users and modes of travel by building a safe and connected network of walkways, bicycle facilities, roadways, and intersections. This section describes the vision of Black Diamond's future transportation network and the infrastructure improvements needed to meet the City's goals.

Multimodal Level of Service Standards

PSRC's Vision 2050 requires that jurisdictions set multimodal level of service standards for vehicles, active transportation facilities, locally owned arterials, and transit routes that serve urban growth areas to monitor system performance and to help achieve the statewide goal of environmental justice. LOS standards establish the basis for the concurrency requirements in the GMA while also being used to evaluate impacts as part of the State Environmental Protection Act (SEPA). Agencies are required to "adopt and enforce ordinances which prohibit development approval if the development causes the LOS on a transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with development" (Revised Code of Washington [RCW] 36.70A.070 (6)(b)). Therefore, setting the LOS standard is an essential component of regulating development.

Vehicle Level of Service

Methodology

A LOS standard measures the performance of an existing transportation system and the adequacy of the planned future improvements. Additionally, LOS standards establish the basis for the concurrency requirements in the GMA. Level of service is a measure of how an intersection is able to accommodate traffic demand. LOS is measured in six levels designated LOS A through LOS F, with LOS A indicating free-flowing conditions with no traffic delays and LOS F indicating heavy congestion and long delays for most traffic. Many agencies have set minimum LOS standards to ensure acceptable transportation service on streets in their jurisdiction.

By selecting a "high" standard (LOS A, B, or C), agencies become committed to obtaining the number of facilities needed to allow traffic to operate with little congestion and small delays even in the peak hours, normally at considerable expense to the agency for those facilities. By selecting a "low" standard (i.e., LOS D, E, or F), agencies are willing to accept more congestion and longer delays during peak hours rather than obtaining more facilities or revising their land use policies.

Intersection Level of Service Standards

The City has established a LOS standard of LOS C for all City intersections. These standards apply to the weekday PM peak hour. SR 169 is classified as a 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. Because 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.

Active Transportation Level of Service

Methodology

Active transportation includes users walking, biking, and rolling. The City will establish both a Bicycle and Pedestrian Priority Network on which future improvement can be prioritized. The priority networks outline the future pathways where the City will concentrate infrastructure development to enhance connectivity and safety for active transportation. Although proposed active transportation facilities are not restricted to this network, they will be given priority along these designated routes to ensure that the most critical areas receive attention first. In some cases, parallel streets with lower traffic volumes may be chosen over segments on the priority network when they offer a more suitable option for active transportation users. The network, as depicted in Figure 7-11, serves as a strategic framework for guiding future investments and ensuring that the development aligns with the city's long-term goals for active transportation.

An active transportation LOS was also defined using the Active Transportation Priority Networks. The active transportation LOS guidelines, shown in Table 7-10, emphasize system completion of sidewalks, bicycle facilities, pathways, or multiuse trails on arterial and collector roadways or along off-street corridors along priority connections. The LOS guidelines are shown in green, yellow, and red. The active transportation LOS guidelines do not pertain to local streets, because low-volume roadways may be adequate for pedestrians and bicyclists without separated facilities based on their characteristics and should be evaluated on a case-by-case basis.

Table 7-10. Active Transportation Level of Service Overview

LOS	Guideline
Green	Meets City standards, facilities on both sides
Yellow	Facilities exist, but only on one side
Red	No facilities exist, does not meet standards

LOS = level of service

Active Transportation LOS Standards

The City has established the yellow LOS standard as its minimum active transportation LOS guideline for active transportation facilities. The existing active transportation Priority Network is shown in Figure 7-11. The City uses these standards to prioritize investments in the active transportation network and identify where significant gaps in the system need to be addressed to serve the City's land use plan.

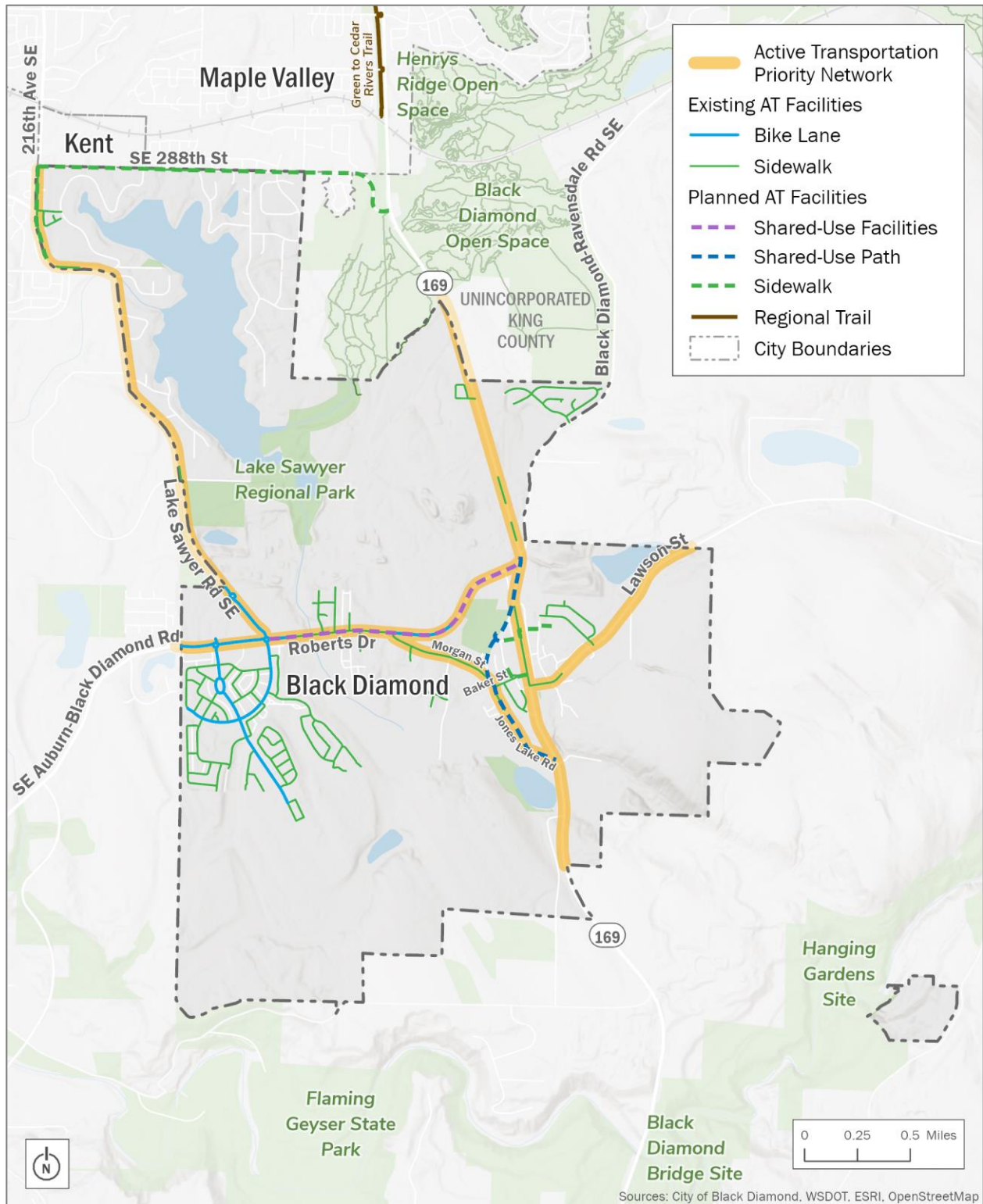


Figure 7-11. Active Transportation Priority Network

Transit Level of Service

Methodology

While Transit service is not under the City's control, it is an important component of the overall transportation system. As required by GMA, the City has adopted transit LOS standards that define the type of local amenities that the City can help provide to allow for safe and convenient access to transit stops and comfortable facilities when transit riders reach a transit stop. The future transit network assumes eventual implementation of King County's Metro Connects Long-Range Transit Plan that envisions increased service frequency and coverage throughout the County. In Black Diamond, King County Metro is planning for two types of services:

- Local service (15- to 60-minute service, either fixed route or flexible services)
- Express service (15- to 30-minute service, peak times)

The transit LOS standards shown in Table 7-11 emphasize improved access to transit stops, along with improved amenities. The LOS designations are shown in green, yellow, and red. A green LOS indicates a transit stop that has high-quality amenities and sidewalks and crosswalks serving it. A yellow LOS indicates a transit stop that has some amenities and sidewalks and crosswalks that exist, if feasible. Transit riders might have to go out of direction to utilize a crosswalk or walk for a short distance along a shoulder or gravel pathway. A red LOS indicates no designated facilities are provided around transit stops, and that is considered unacceptable.

Table 7-11. Transit Levels of Service

LOS	Amenities	Access
Green	High-quality stop amenities	Sidewalks and marked crosswalks serving all stops
Yellow	Stop amenities	Sidewalks and marked crosswalks serving stops, where feasible
Red	No amenities	No designated pedestrian facilities serving transit stops

LOS = level of service

Transit LOS Standards

The City can achieve the green LOS standard by providing a high level of the transit supportive amenities at major stops; installing sidewalks and marked crosswalks at all stops; and encouraging and permitting housing and employment densities that support frequent, express bus service. The yellow standard, which the City has adopted as its minimum target, includes some transit stop amenities, sidewalks, and marked crosswalks at some stops.

2030 and 2044 Traffic Operations

The expected growth in Black Diamond and across the region over the next 20 years will generate higher auto volumes on City roadways and increase delays at several intersections. Figure 7-12 and Figure 7-13 display the forecast level of service performance at several intersections in Black Diamond's street network in 2030 and 2044, respectively. While delays are forecasted to increase at some intersections, all intersections in Black Diamond are forecasted to perform at or better than the adopted LOS standard described in Policy T-1.4.1.

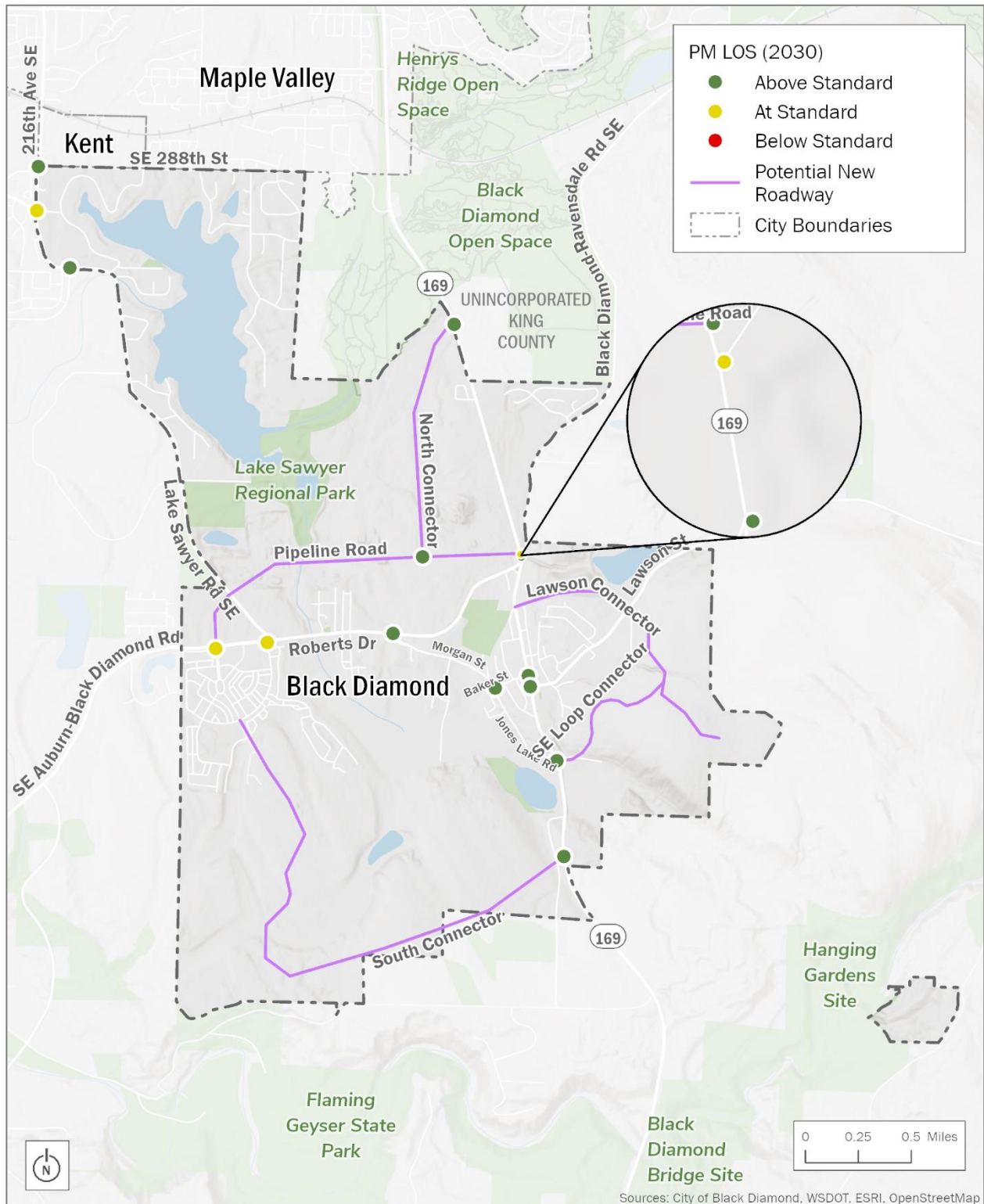


Figure 7-12. Forecasted 2030 Vehicle Level of Service

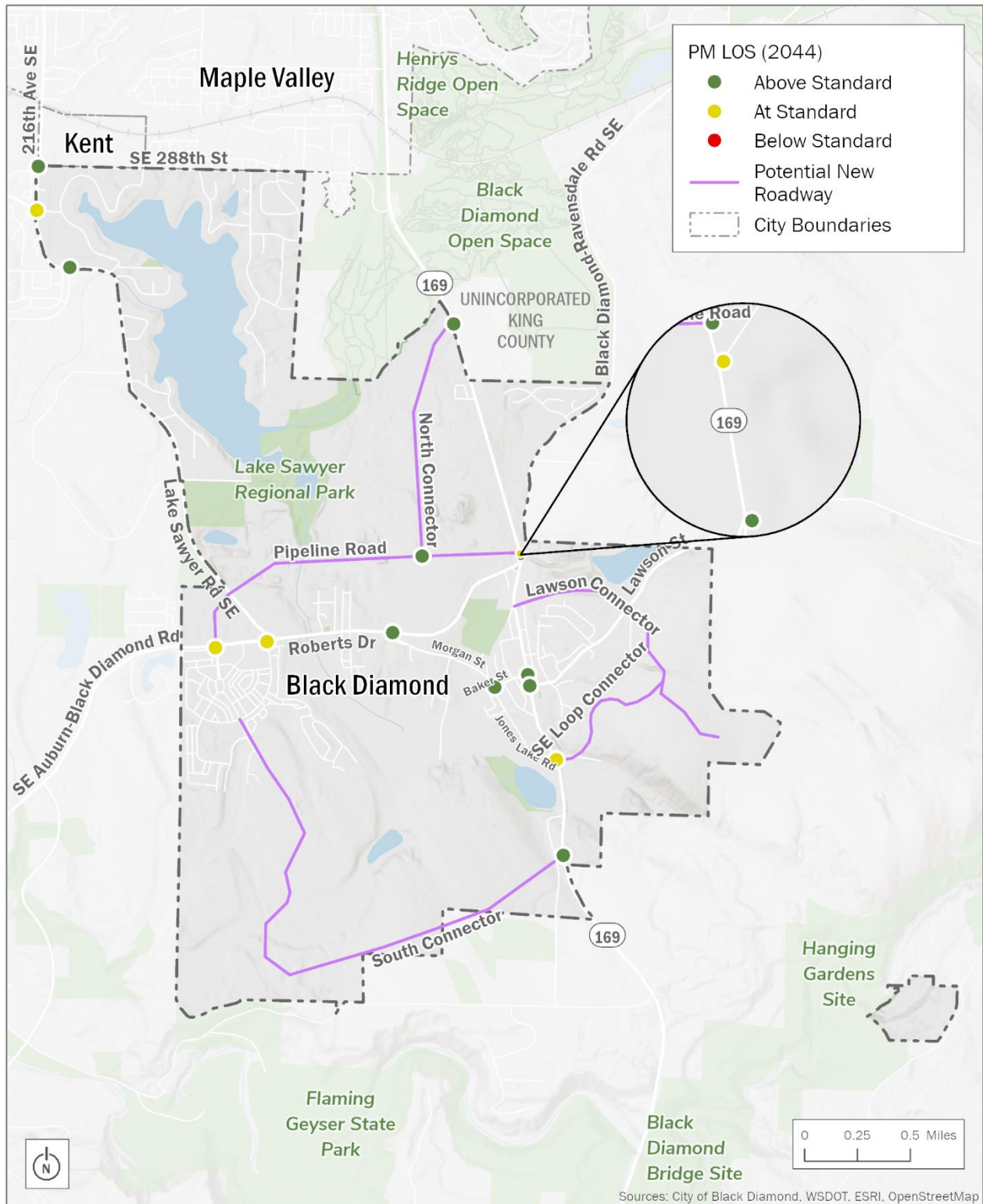


Figure 7-13. Forecasted 2044 Vehicle Level of Service

Arterial and Collector Roadway Improvements

In order to address future concurrency needs, the City has identified arterial and collector roadway improvements. These improvements include new roadways that will distribute future traffic growth throughout the City that would otherwise have been concentrated on the few existing major arterials. A conceptual configuration of the future roadway system is shown in Figure 7-14. It should be noted that all new roadways and intersection controls are part of the mitigation required as part of the MPDs. The proposed roadways show the general route and future roadway connections and are not specific to design-level locations. As the projects progress, alternative roads and alignments may be considered, and the exact alignments will be determined after engineering and environmental review. A description of the projects is included in **Appendix 7-2**.

Intersection Control Requirements

Although the construction of new collector roads and connecting arterials will help distribute traffic, key intersections will warrant traffic control and intersection improvements to meet the City's LOS standards in the future. The City identified roundabout-controlled intersection improvement as the preferred solution to address the increasing turning movements at multiple intersections by 2044. Where it is shown that the traffic movements cannot be handled and/or the site conditions will not allow for a roundabout, signalization of the intersection can be considered. The necessity for and location of intersection improvements would be established at the time development occurs. The City will look to avoid locating signals in its historic downtown area.

Active Transportation Facilities

Bicycle and pedestrian facilities play a vital role in the City's transportation environment. The City's active transportation system promotes mobility without the aid of motorized vehicles. A well-established system encourages healthy recreational activities, reduces vehicle demand on City roadways, and enhances safety within the community.

The projects shown in Figure 7-15 identify the future vision of a comprehensive active transportation network within the City.

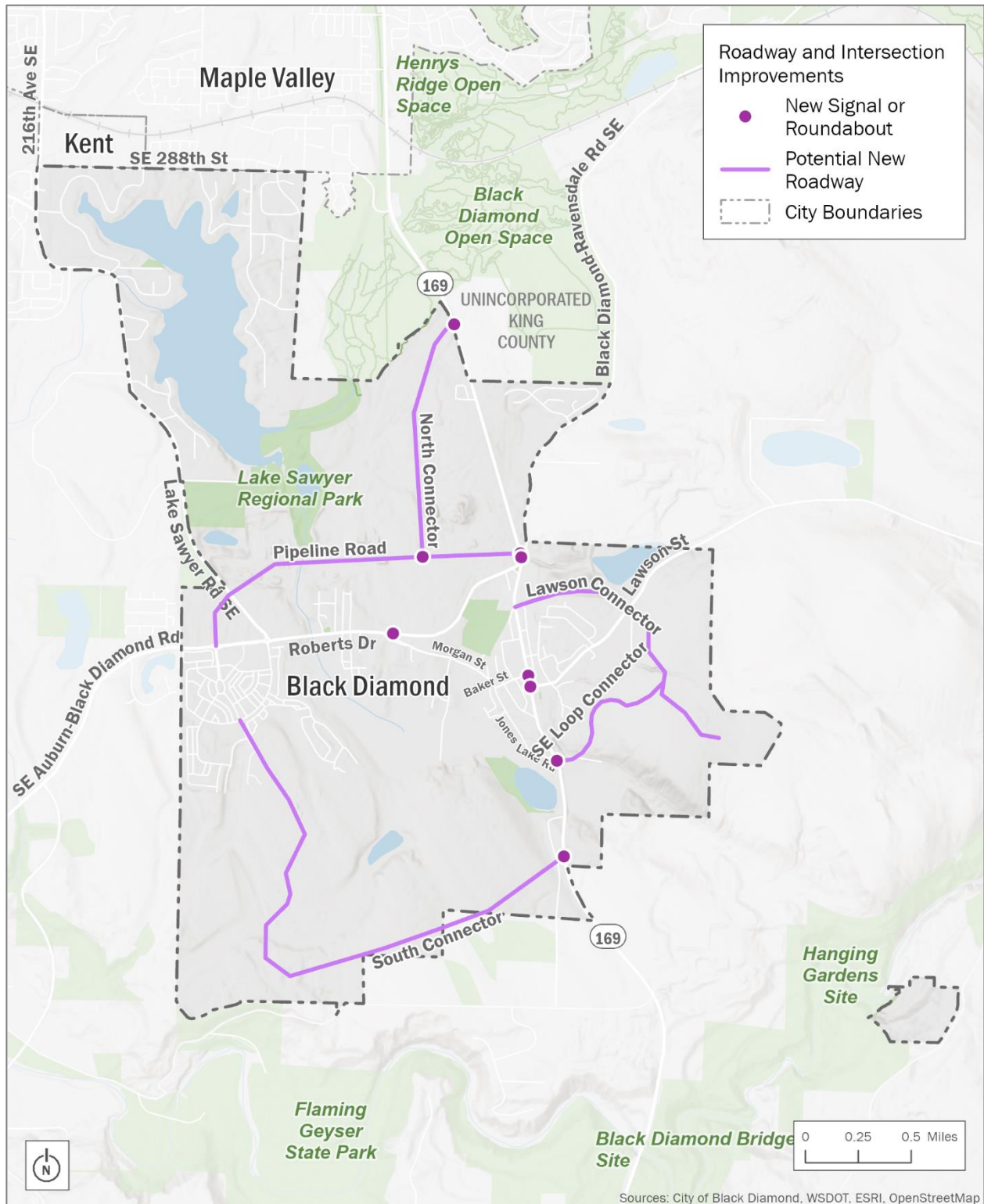


Figure 7-14. 2044 Future Roadway Network

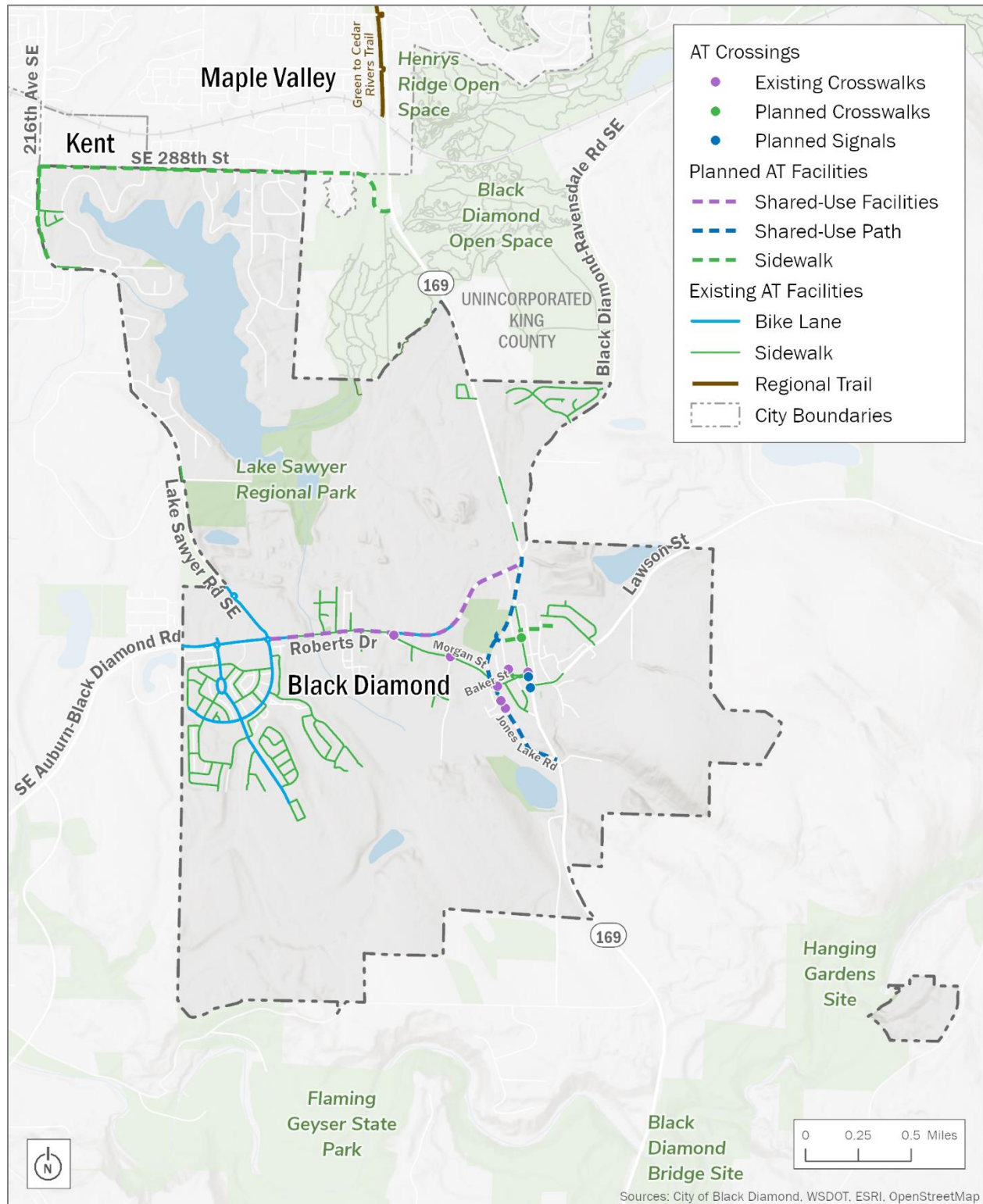


Figure 7-15. Active Transportation Network — Future Vision

Transit

In order to provide viable transportation alternatives, the City recognizes the importance of transit and travel demand management programs. In general, these programs build on regional programs and plans with some refinements to reflect the specific needs of the City. King County Metro's Metro Connects outlines a 30-year plan to enhance service, increase transportation options, and streamline the transit system. This comprehensive vision aims to establish a regional, innovative, and cohesive mobility network that prioritizes safety, equity, and sustainability. Metro envisions more than a 70% increase in its bus service by 2050, dramatically expanding the number of places people can go and decreasing the time it will take to get there. Metro Connects includes two networks: an interim network and a long-range 2050 network. Neither the interim nor the long-range network have received full funding. Metro Connects identifies two types of service to Black Diamond as part of the interim and long-range transit network, including:

- Local service — route would serve 216th Avenue to Lake Sawyer Road to Roberts Drive, with 15- to 60-minute service
- Express service — route would serve SR 169 with 15- to 30-minute service

The City of Black Diamond supports King County Metro's proposed transit service improvements, which will help support and expand the City's multimodal transportation system, particularly to support planned future developments. To further encourage transit use, the City is in support of King County Metro continuing to offer tools to encourage carpooling and vanpooling by City residents, which the City will work with King County Metro to increase awareness that these transit programs are provided. The City will also coordinate with King County Metro in the evaluation of accessibility to public transportation facilities and ensure that high-quality transit services and facilities are maintained as the City continues to grow.

Transportation Demand Management Program

In addition to potential future increases in transit service, transportation demand management (TDM) programs can support the mobility needs of the community. TDM programs target travel behavior rather than transportation infrastructure. These programs should be coordinated with Metro Transit, King County, and PSRC to provide a broader basis for reducing single-occupant vehicle travel and expanding alternative transportation choices.

TDM strategies are typically most effective in denser and larger urban settings. However, TDM program strategies coordinated with regional agencies can provide alternatives for residents and employees within Black Diamond. The Washington Commute Trip Reduction Law (RCW 70.94.521) requires TDM performance targets for firms with over 100 employees. However, the Commute Trip Reduction program does not currently apply to the City of Black Diamond because the area lacks large employers. Potential TDM strategies for the City include the following options:

Flexible/Alternative Work Schedules — Flexible work schedules allow employees to adjust start/end times to accommodate carpools, vanpools, or transit options. Alternative work schedules may be used to reduce the number of days an employee commutes during peak travel periods. These programs help reduce the need for adding capacity to highways and arterials and reduce the levels of peak-hour congestion.

Telecommuting — The use of telecommunications technology can allow some employees to work from home. This reduces the need for travel to/from a work site for some weekdays.

Transportation Improvement Projects

This section identifies projects that will support the implementation of the City's transportation vision. Collectively, this program adds up to over \$118 million in transportation projects to be constructed over the next few decades. Projects are planned across two timeframes. The 6-year (near term) list represents years 0 to 6 (2024–2030) and is financially constrained to only those projects that could realistically receive funding over the next 6 years.¹ The 20-year (long-term) list reaches out to the 20-year time horizon (through 2044) and includes unfunded projects that may stretch beyond this period.

Table 7-12 describes the 6- and 20-year Project Lists, and Figure 7-16 displays the locations of these projects around the city. These projects represent a balance of safety, maintenance, and operational improvements for all modes, with a focus on those that provide the most benefit to Black Diamond residents and leverage outside funds to the greatest extent possible. The full set of projects would help realize the City's transportation vision.

Projects included on the 6-Year Project List are considered community priorities that the City would move forward in the near term should funds become available. Many of the projects in the 6-Year Project List are projects that are required to be constructed by the City's MPD development agreements with the Master Developer in the City. These projects provide a starting point for the City in developing its financially constrained Six Year CIP, which is updated every two years, and the annually updated 6-year Transportation Improvement Plan, and they are developed based on more updated knowledge related to project feasibility and funding availability.

The 20-Year Project List also represents important projects, but these projects tend not to have identified funding. While the scope of the 20-year project list exceeds revenues from exclusively City sources over the next few decades, it has been sized to fit within reasonable assumptions for grants and other outside funding sources.

The expected City contribution noted in Table 7-12 includes anticipated grant funds. It is recognized that the availability of outside funds is not always predictable. As a result, the projects included in the 6- and 20-Year Project Lists could be advanced should funding become available.

¹ It should be noted that it is unlikely that all the projects on the 6-year list will receive funding. However, at this time, it is uncertain which ones will move forward in the near term and which will not. All these projects are high-priority projects that the City would move forward with if funds are available.

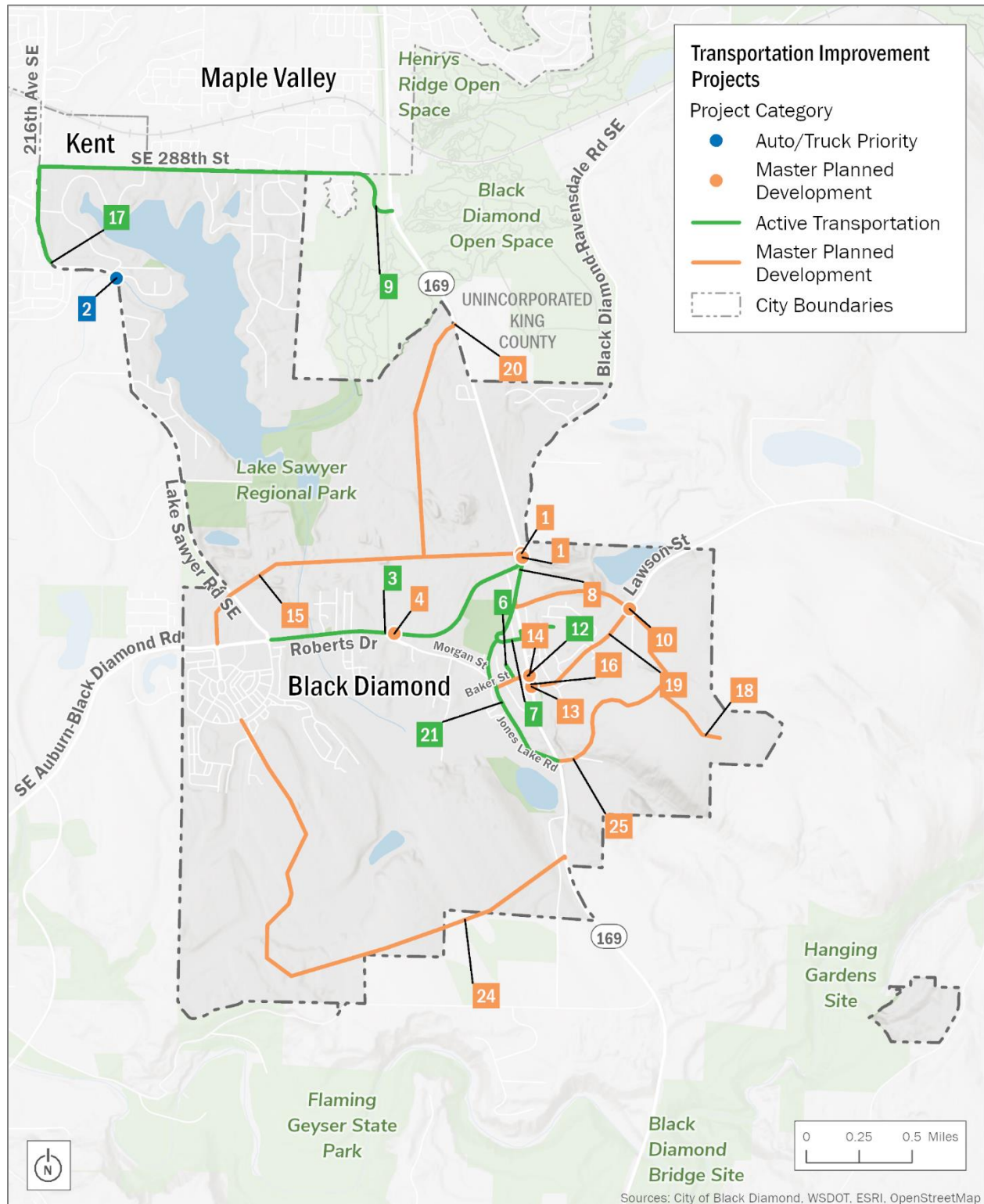


Figure 7-16. Transportation Improvement Projects

Table 7-12. 6- and 20-Year Project List

#	Projects	Description	Funding Source	Total Cost	Expected City Contribution	Year
Near-Term (0–6 year) Projects						
1	SR 169 Roundabouts	Roundabouts at SR 169/Pipeline Road, SR 169/Roberts Drive; intersection improvements at SR 169/Black-Diamond Ravensdale Road	Developer Mitigation; Transportation Impact Fees	\$20,000,000	\$0	2025
2	Covington Creek Bridge	Replaces three failing culverts with bridge; includes roadway improvements	King County Flood Control District	\$2,786,500	\$0	2025
3	Roberts Drive Reconstruction	Widening to accommodate shared bicycle path, sidewalks, street lighting, and stormwater improvements	TIB Grant; RCO Grant; Local City Funds	\$4,195,430	\$629,680	2025
4	Morgan Street & Roberts Drive intersection improvements	New signal or roundabout	Developer Mitigation; Transportation Impact Fees; TIB Grant	\$1,000,000	\$0	2025
5	Parking Study	Study to evaluate parking options in historic downtown	Local City Funds	\$50,000	\$50,000	2025
6	Sawyer Woods Elementary Pedestrian Improvements (Phase 1)	New sidewalks, lighting, and stormwater facilities	Safe Routes to Schools Grant; Local City Funds	\$2,300,000	\$0	2026
7	SR 169/Park Street	New crosswalk, designated pedestrian path, and RRFB	WSDOT Pedestrian and Bike Program Grant	\$160,000	\$0	2026
8	SR 169 Sidewalks	New sidewalks on west side of SR 169 from Roberts Drive to James Street	Developer Funds	\$750,000	\$0	2026
9	SE 288th Street Sidewalk (Phase 1)	New sidewalk on the south side of the road	Local City Funds	\$1,550,000	\$1,550,000	2027
10	Lawson Street/Botts Drive Intersection Improvements	Realign Botts Avenue with future Lawson Parkway; new stop signs and sidewalks	Developer Mitigation; Grant Funding	\$2,970,000	\$0	2027
11	Arterial Paving	Maintain the City's investment in roads and the safety of users	TIB Grant Funding	\$600,000	\$78,261	2028
12	Sawyer Woods Elementary Pedestrian Improvements (Phase 2)	New sidewalks and stormwater facilities	Safe Routes to Schools Grant; Local City Funds	\$2,100,000	\$0	2026
13	SR 169/Lawson Street	Intersection improvements to increase LOS, safety, and pedestrian crossings	Developer Mitigation; Transportation Impact Fees	\$2,000,000	\$0	2028

#	Projects	Description	Funding Source	Total Cost	Expected City Contribution	Year
14	SR 169/Baker Street	Intersection improvements to increase LOS, safety, and pedestrian crossings	Developer Mitigation; Transportation Impact Fees	\$1,500,000	\$0	2028
15	Pipeline Road	Construction of a new road between Lake Sawyer Drive and SR 169	Developer Mitigation; Transportation Impact Fees	\$22,285,500	\$0	2028
16	Baker Street Sidewalk	Sidewalk on south side of Baker Street between Railroad Avenue and SR 169, then on west side of SR 169 between Baker Street and Lawson Street	Developer Frontage Improvements; Grant Funding; Local City Funds	\$700,000	\$0	2029
17	216th Avenue SE Pedestrian Improvements	Sidewalk, curb, gutter, stormwater, and striping to designate pedestrian facilities and preserve parking at businesses	TIB Grant; Local City Funds	\$700,000	\$47,827	2029
18	Lawson Connector/ Lawson Parkway	New minor arterial connection to SR 169 with pedestrian facilities, bike lanes, and street lighting	Developer Funds; Transportation Impact Fees	\$15,000,000	\$0	2029
19	Lawson Street Sidewalk (Phase 2)	Sidewalk on south side of Lawson Street, with crosswalks at 6th Avenue and Newcastle Drive	Developer Mitigation; Grant Funds	\$1,000,000	\$0	2029
20	North Connector	New roadway connection SR 169 to Roberts Drive	Developer Funds; Transportation Impact Fees	\$4,765,000	\$0	2030
21	Downtown Pedestrian and Bicycle Link	New shared use path from SR 169/Roberts Drive along SR 169 and through the Ginder Creek Site. An on-street greenway along Railroad Avenue connects the shared-use path to Morgan Street, where sidewalks are widened to a shared-use path along Morgan Street/Railroad to Merino Place. Bike lanes along Jones Lake Road from Merino Place to SR 169	Grant Funding; Park Funds; Local City Funds	\$7,014,000	\$0	2030
22	Neighborhood Street Improvement Program	Maintain the City's investment in roads and the safety of users	Local City Funds	\$510,000	\$510,000	2024–2030
23	General Street Overlay	Maintain the City's investment in roads and the safety of users	Local City Funds	\$1,410,000	\$1,410,000	2024–2030
TOTAL				\$88,332,430	\$4,275,768	

#	Projects	Description	Funding Source	Total Cost	Expected City Contribution	Year
Long-Term (7–20 year) Projects						
24	South Connector	New road providing a direct connection between the Villages development and SR 169; includes roundabout at SR 169/South Connector	Developer Funds; Transportation Impact Fees	TBD	\$0	2031
25	SE Loop Connector	New road providing direct connection between Lawson Hills development and SR 169; includes roundabout at SR 169/SE Loop Connector	Developer Funds; Transportation Impact Fees	TBD	\$0	2031
26	Neighborhood Street Improvement Program	Maintain the City's investment in roads and the safety of users	Local City Funds	\$3,055,000	\$3,055,000	2031–2044
27	General Street Overlay	Maintain the City's investment in roads and the safety of users	Local City Funds	\$6,630,000	\$6,630,000	2031–2044
28	Arterial Paving Program	Maintain the City's investment in roads and the safety for users	TIB Grant; Local City Funds	\$2,000,000	\$260,870	2031–2044

LOS = level of service; RCO = Washington State Recreation and Conservation Office; RRFB = rectangular rapid-flashing beacon; SR = State Route; TIB = Transportation Improvement Board; WSDOT = Washington State Department of Transportation

Note: New capacity-adding projects will be the responsibility of the Master Developer to design and construct to meet the demands of the new growth within the city according to the MPD development agreements with the City or through the City's SEPA process. The City's role is monitoring, reviewing, and collecting a proportionate share of mitigation fees from infill development for affected intersections. New development will also be responsible for providing on-site roads, trails, sidewalks, and circulation, which is not identified in the TIP.

Finance and Implementation Program

Transportation policies would require new, continuing, or increased commitments of City resources to implement projects and programs; create educational or incentive programs; or coordinate with adjacent jurisdictions. Implementing the Transportation Element will require close coordination among the City departments, citizens, businesses, and other agencies within the region.

To guide the City's implementation of the transportation element, project priorities should be assigned to assist in assembling an updated 6-year CIP, working toward the 2044 planning horizon. This section summarizes the recommended future projects and documents the criteria used to prioritize them.

The Transportation Element is a living document and serves as the blueprint for transportation in Black Diamond over the next several years. Several implementation steps should be initiated over the next couple of years to determine whether changes are needed or to reaffirm a particular strategy.

Overview of Costs and Revenues

A key GMA planning requirement is the concept of fiscal restraint in transportation planning. A fiscally constrained Transportation Element must first allow for operation and maintenance of existing facilities and then capital improvements. To introduce fiscal constraint into the Transportation Element, an inventory of revenues and costs was undertaken to identify funds that are likely to be available for capital construction and operations.

Costs

The proposed Transportation Element for the City of Black Diamond contains a variety of projects that will likely cost the City approximately \$14.3 million over 20 years. Table 7-13 summarizes the costs of the major types of transportation improvements. The Transportation Element focuses on capital projects that will complete the transportation network. The Transportation Element also includes ongoing pavement maintenance to ensure that the roadway network is kept in good condition.

Black Diamond is unique in that all of the capacity-related projects are being funded by the Master Developer. Concurrency has largely been addressed through the review and permitting process for the MPDs; therefore, if the Master Developer of the MPDs does not keep up with the capacity-adding projects required in the development agreements to meet the City's adopted level of service, MPD implementation will be halted. The City's strategy to tie concurrency directly to the major developer within the City has given Black Diamond a step ahead of most communities that struggle to keep up with maintaining concurrency requirements.

Revenues

Revenues for transportation capital and operations include those from outside sources and grants, general City funds, real estate excise taxes, impact fees, and gas tax receipts.

If the City is able to maintain this level of revenue, the City could afford between \$80 million and \$100 million in transportation projects over the next 20 years. Other potential revenue sources include:

- Proceeds from General Obligation Bonds;
- Creation of low-impact developments;
- Reciprocal impact fees with adjacent jurisdictions;
- Business license fee per employee.

* 2031-2044 cost estimate for improvements completed by the Master Planned Development will include South Connector and SE Loop Connector per the MDA

Table 7-14 identifies the anticipated funding sources for transportation projects in the City through 2044.

The comparison of revenues to costs indicates that the City will need to carefully prioritize its projects because not all the transportation needs are likely to be affordable with existing revenue sources during the 20-year period. If this occurs, the City has several options:

- Increase the amount of revenue from existing sources, including impact fees, real estate excise taxes, transportation benefit district, or increased general fund revenues.
- Adopt new sources of revenue.
- Lower the LOS standard and therefore reduce the need for some transportation improvements.
- Implement travel demand management (TDM) strategies to reduce trips and improve traffic congestion.

The City can explore the feasibility and likely revenue amounts from these or other sources as the Transportation Element is implemented over the next several years.

Table 7-13. Cost of Black Diamond's Transportation Element (20 years)

Projects	Description	2024–2030	2031–2044	Total	Expected City Cost
Active Transportation Projects	Sidewalks, pedestrian crossings, shared-use paths and bike lanes	\$11,005,430	--	\$11,005,430	\$2,227,507
Auto/Truck Priority Projects	Bridges, intersection channelization, etc.	\$2,836,500	--	\$2,836,500	\$50,000
Master Planned Development – per Development Agreement	Capacity-adding and active transportation projects required under the Development Agreement	\$71,970,500	\$0*	\$71,970,500	\$0
Pavement Maintenance	Overlay and pavement repair	\$2,520,000	\$11,685,000	\$14,205,000	\$11,944,131

* 2031-2044 cost estimate for improvements completed by the Master Planned Development will include South Connector and SE Loop Connector per the MDA

Table 7-14. Black Diamond's Anticipated Transportation Funding Sources (20 years)

Funding Sources	2024–2030	2031–2044	Total
Master Planned Development — per Development Agreement	\$71,620,500	\$0*	\$71,620,500
Local (City), including Transportation Impact Fees	\$4,275,768	\$9,945,870	\$14,221,63
Other Agencies/Jurisdictions (State and Local)	\$2,786,500	\$0	\$2,786,500
Grants (State and Federal)	\$9,649,662	\$1,739,130	\$11,388,792
New Taxes and Fees	\$0	\$0	\$0
Total	\$88,332,430	\$11,685,000	\$100,017,430

* 2031-2044 cost estimate for improvements completed by the Master Planned Development will include South Connector and SE Loop Connector per the MDA

Setting Priorities

With limited funding, project prioritization is necessary to identify when projects will take place and how funding can be allocated. The following unweighted criteria were established to help prioritize the projects and implementation:

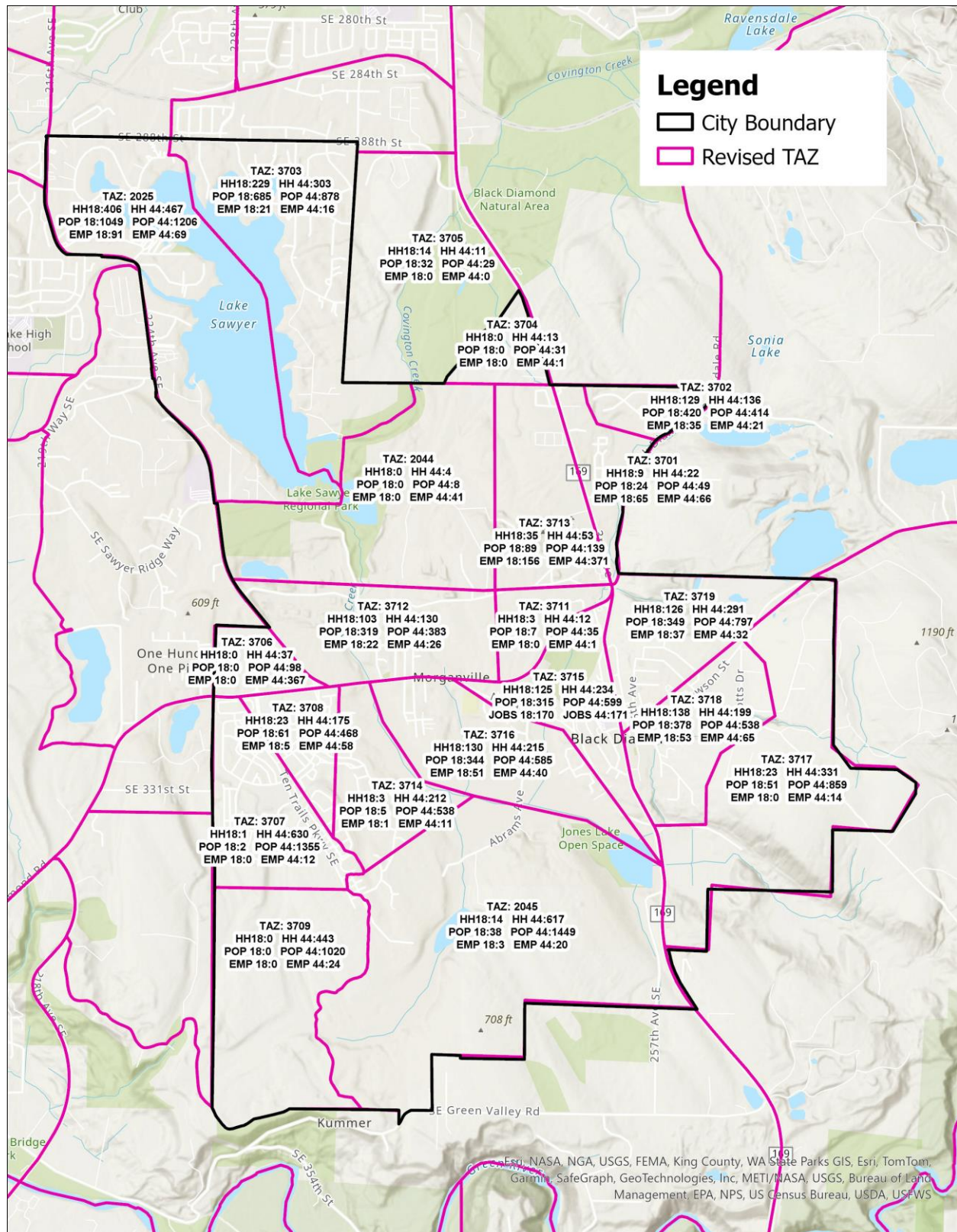
1. Meets the City's transportation goals;
2. Maintains/improves safety of traveling in Black Diamond;
3. Provides improved mobility and accessibility within Black Diamond;
4. Leverages non-City (federal, state, private) funds, freeing up City revenues for additional projects;
5. Responds to capacity needs using strategies identified in the Comprehensive Plan;

Using these criteria, the identified projects will need to be evaluated and ranked based on how well each meet the criteria. Because one of the criteria relates to funding availability, priorities may shift over time as funding sources change.

High-priority projects for Black Diamond are those that meet multiple criteria in terms of effectiveness, benefit the community, and have the ability to be implemented. These attributes will allow the City to take advantage of a variety of public and private funding sources to complete key projects.

Appendix 7-1 – Housing and Employment Map

The figure below depicts the employment and housing uses by traffic analysis zones (TAZs) around Black Diamond that were used in the traffic analysis. The 2018 numbers represent the base year for the travel model, which was reviewed for consistency with the city's data on employment and housing. The 2044 numbers reflect the forecasted future levels of jobs and housing based on the amount of growth assigned by the Puget Sound Regional Council (PSRC) local target representation data set as well as the growth that reflects the realities of the approved MPDs that the City is legally obligated to plan for, per the GMA. The growth maps display where employment and housing growth is expected to occur around Black Diamond. This land use growth informs the City on where to expect increases in travel volumes and translates into future traffic levels through the travel demand forecasting process.



Appendix 7-2 - Roadway Improvements

- **Lawson Parkway** — Lawson Parkway is a proposed roadway that will be constructed through the Lawson Hills MPD intersecting with Lawson Street and terminating at SR 169. This roadway would provide additional connectivity between the Lawson Hills MPD and SR 169 for those traveling to and from the north. Lawson Parkway within the MPD may be constructed as needed to serve new areas of development, but the construction of Lawson Parkway between Lawson Street and SR 169 is assumed to be complete by the end of 2027 as part of this analysis.
- **SE Connector Alternate** — The SE Connector Alternative Route is a proposed roadway that would provide additional connectivity between the Lawson Hills MPD and SR 169 (via Lawson Street) for those traveling to and from the south. The SE Connector Alternate would require a study of engineering equivalence, City Council approval, and would be constructed in lieu of the SE Connector as it's currently depicted in the City of Black Diamond's Comprehensive Plan. As part of this analysis, construction of the SE Connector Alternate is assumed to be complete by the end of 2027.
- **Pipeline Road** — Pipeline Road is a proposed roadway that will be constructed between SR 169 and Lake Sawyer Road SE, resulting in additional east-west connectivity through Black Diamond, supplementing Roberts Drive.
- **North Connector** — The North Connector is a proposed roadway that will be constructed between SR 169 (in relation to the North Triangle development area) and Pipeline Road. This roadway will provide additional north-south connectivity through Black Diamond, supplementing SR 169 and providing a more direct connection between the North Triangle and Ten Trails MPD. A portion of the North Connector connecting to SR 169 will be constructed in 2027 concurrent with construction of the first plat within the North Triangle. The extension of the North Connector to Pipeline Road is assumed to be complete by the end of 2029 as part of this analysis.
- **South Connector** — The South Connector is a proposed roadway that will serve as an extension of Ten Trails Parkway through Phase 3 of the Ten Trails MPD, ultimately terminating at SR 169 between Jones Lake Road and Green Valley Road. Construction of the South Connector within the MPD would occur as needed to serve new areas of development, and the extension of the South Connector to SR 169 is assumed to be complete by the end of 2030 as part of this analysis.

Intersection Improvements

- **SE 288th Street/216th Avenue SE** — This intersection will be converted from stop-controlled to signalized, and construction is nearing completion.
- **SE Covington-Sawyer Road/216th Avenue SE** — A northbound left-turn lane was added to this signalized intersection in 2023.
- **Roberts Drive/Ten Trails Place SE** — This intersection has been constructed but is not yet open to traffic (beyond construction-related traffic). The intersection is currently configured as a stop-controlled intersection, but a traffic signal would be installed concurrent with commercial development along either side of Roberts Drive. This intersection is currently going through the City's design review process, and as part of this analysis, it is assumed that this improvement would be implemented in 2025.
- **SR 169/Roberts Drive** — This intersection will be converted from a stop-controlled intersection to a single-lane roundabout with a separate southbound right-turn lane and northbound left-turn lane. Access management will also be implemented along SR 169 between Roberts Drive and the future Pipeline Road roundabout to improve safety conditions by eliminating left-turning maneuvers. While left-turning maneuvers will be eliminated, the proposed roundabouts at Roberts Drive and Pipeline Road will facilitate turnarounds such that overall travel patterns are maintained. Construction of this improvement began this year and will be constructed and open to traffic by 2025.
- **SR 169/Pipeline Road** — In coordination with the above improvements and to serve future Pipeline Road, a single-lane roundabout with a southbound right-turn lane and northbound left-turn lane will be constructed where Pipeline Road will intersect with SR 169 (Summit Drive under existing conditions). As discussed above, this roundabout along with the Roberts Drive roundabout will also facilitate turnarounds. Construction of this improvement is anticipated to occur following the construction of the SR 169/Roberts Drive roundabout with an expected completion date in 2025.
- **SR 169/Black Diamond-Ravensdale Road** — As discussed above, access management will be implemented between Roberts Drive and Pipeline Road. As a result, at SR 169/Black Diamond-Ravensdale Road, northbound rights onto Black Diamond-Ravensdale Road and westbound rights onto SR 169 will be maintained, with southbound lefts onto Black Diamond-Ravensdale Road and westbound lefts onto SR 169 facilitated through the proposed roundabouts. Construction of this improvement would be concurrent with the SR 169/Pipeline Road roundabout with an expected completion date in 2025.
- **SR 169/Baker Street** — This intersection will be converted from a stop-controlled intersection to a signalized intersection. Additionally, a northbound left-turn lane and a southbound left-turn lane will be constructed. As part of this analysis, it is assumed that this improvement would be implemented by 2026, pending completion of the WSDOT Intersection Control Evaluation and design review process.

- **Lake Sawyer Road SE/Ten Trails Parkway SE** — In conjunction with the construction of Pipeline Road, a fourth (westbound) leg of the intersection would be added to the single-lane roundabout as the terminus of Pipeline Road at Lake Sawyer Road SE.
- **Lawson Street/Lawson Parkway** — This intersection would be constructed concurrent with the first plat of the Lawson Hills MPD and the construction of Lawson Parkway. Upon construction of Lawson Parkway in 2027, Lawson Street would become the minor roadway (with lower traffic volumes), and Lawson Parkway would become the major roadway. As such, the intersection control would be modified such that Lawson Street would be stop-controlled, and Lawson Parkway would be free-flowing.
- **SR 169/Lawson Parkway** — This intersection would be constructed concurrent with the construction of Lawson Parkway to SR 169 (assumed to be complete in 2027). It is proposed that the Lawson Parkway approach be restricted to right-out only to minimize overall delay along the approach that could be negatively impacted by left-turning maneuvers. Left-turning maneuvers are not expected to be a significant movement at this location due to the orientation of Lawson Parkway and the additional roadways that provide access to the south. Additionally, it is proposed that a southbound left-turn lane be constructed along SR 169. As part of this analysis, it is assumed that this intersection would be constructed as a side street (Lawson Parkway) stop-controlled intersection.
- **Lawson Street/SE Connector Alternate** — If the SE Connector Alternate route is approved by the City Council upon a demonstration of engineering equivalence with the original routing, this intersection would be constructed concurrent with the construction of the SE Connector Alternate (assumed to be complete in 2027). As part of this analysis, it is assumed that this intersection would be constructed as a side-street (SE Connector Alternate) stop-controlled intersection.
- **SR 169/North Connector** — This intersection would be constructed concurrent with the construction of the first plat in the North Triangle (assumed to be complete in 2027). The intersection control is assumed to be a roundabout.
- **North Connector/Pipeline Road** — This intersection would be constructed concurrent with the extension of the North Connector to Pipeline Road (assumed to be complete in 2029). The ultimate configuration and control of this intersection is assumed to be a roundabout.
- **SR 169/South Connector** — This intersection would be constructed concurrent with the construction of the South Connector to SR 169 (assumed to be complete in 2030). The ultimate configuration and control of this intersection is assumed to be a roundabout.
- **Roberts Drive/Morgan Street** — This intersection will be updated from stop-controlled to a signal (assumed to be complete in 2026).