

TECHNICAL MEMORANDUM

DATE: September 29, 2021
TO: Mona Davis, City of Black Diamond
FROM: Alex Atchison, PE, PTOE
SUBJECT: Black Diamond - Proposed Comprehensive Plan Amendment - Review Comments
CC: Seth Boettcher, City of Black Diamond
Emily Adams, City of Black Diamond
PROJECT NUMBER: 214-3043-029 Task 37
PROJECT NAME: Black Diamond - Proposed Comprehensive Plan Amendment

This memorandum provides comments on Oakpointe's proposed amendments to the City of Black Diamond's Comprehensive Plan and supporting traffic analysis, dated September 24, 2021.

Comment #1: We generally concur with the revised trip distribution described in Transpo Group's "Requested Comprehensive Plan Amendment – SE Loop Connector Alternative" technical memo (September 24, 2021). The previous analysis assumed worst case impacts assuming all traffic shifts from the SE Connector to Lawson Street. In this memo, traffic is assumed to use both Lawson Street and the Lawson Connector.

Transpo's assumption that majority of traffic previously assigned to the eastbound through movement at SR 169/Jones Lake Road/SE Connector will instead turn left onto the Lawson Connector from southbound SR 169 could be a bit optimistic. However, we do agree that the Lawson Connector results in a vehicular route that is more convenient than Lawson Street for the majority of vehicles traveling north and west. Actual traffic distribution may vary, but as shown in this analysis and previous analysis, any impacts to intersections can be mitigated with additional turn lanes and/or changes in intersection control (e.g., adding a traffic signal).

Comment #2: Transpo's updated analysis clearly distinguishes proposed improvements that would be additional to improvements beyond those identified in the EIS. The operational analysis shows the impacts resulting from the removal of the SE Connector Alternative can be mitigated with additional turn lanes and/or change in intersection control (e.g., adding a traffic signal), as mentioned in Comment #1.

The updated analysis does note that as part of the EIS, it was assumed that the Lawson Connector would intersect SR 169 as the fourth (westbound) leg of the SR 169/Roberts Drive intersection. The memo also states that since the EIS was completed the construction of a fourth leg at the SR 169/Roberts Drive intersection has been determined infeasible. As such, the SR 169/Roberts Drive intersection is now proposed as three lane roundabout and the Lawson Connector will intersect with SR 169 approximately 400 feet south of Roberts Drive.

Transpo's analysis assumed the new intersection of SR 169/Lawson Connector would be signal controlled, consistent with the 2009 EIS recommendation of a signal at the intersection of SR 169/Roberts Drive/Lawson Connector. Updates to the MPD analyses and assumptions have occurred since the 2009 EIS. The MPD is now proposing a roundabout at SR 169/Roberts Drive as part of their mitigation. This is consistent with the assumption in the 2019 Comprehensive Plan that assumes a roundabout at the intersection of SR 169/Roberts Drive/Lawson Parkway.

So, while the proposed signal at the new intersection of SR 169/Lawson Connector is shown to meet WSDOT's LOS D standard, we recommend the interaction of the proposed signal at SR 169/Lawson Connector and the proposed roundabout at SR 169/Roberts Drive be evaluated in future analysis to insure that queuing from the signal doesn't potentially impact the roundabout.