



CITY OF BLACK DIAMOND
March 26, 2009 Workstudy Agenda
25510 Lawson St., Black Diamond, Washington

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

7:00 P.M. – CALL TO ORDER, ROLL CALL

- 1.) Street Standards – Mr. Boettcher
- 2.) Adjournment



PUBLIC WORKS MEMORANDUM

TO: ADMINISTRATION AND COUNCIL
FROM: SETH BOETTCHER, PUBLIC WORKS DIRECTOR
SUBJECT: INTRODUCTION TO STREET STANDARDS
DATE: 3/23/2009
CC: LEONARD SMITH

This Thursday I will introduce various decisions that you will need to be thinking about over the next several weeks. So this Thursday I am not expecting immediate feedback from what you are receiving with this packet.

My intention is to hand out more complete decision booklets on Thursday. After you have been able to think about things and have made up your mind on various issues, then please turn in your decision booklets and we will then compile results and meet again on issues where there is not clear direction. On issues that there seems to be a clear majority or unanimity we will just incorporate those ideas into the construction standards.

Thank you

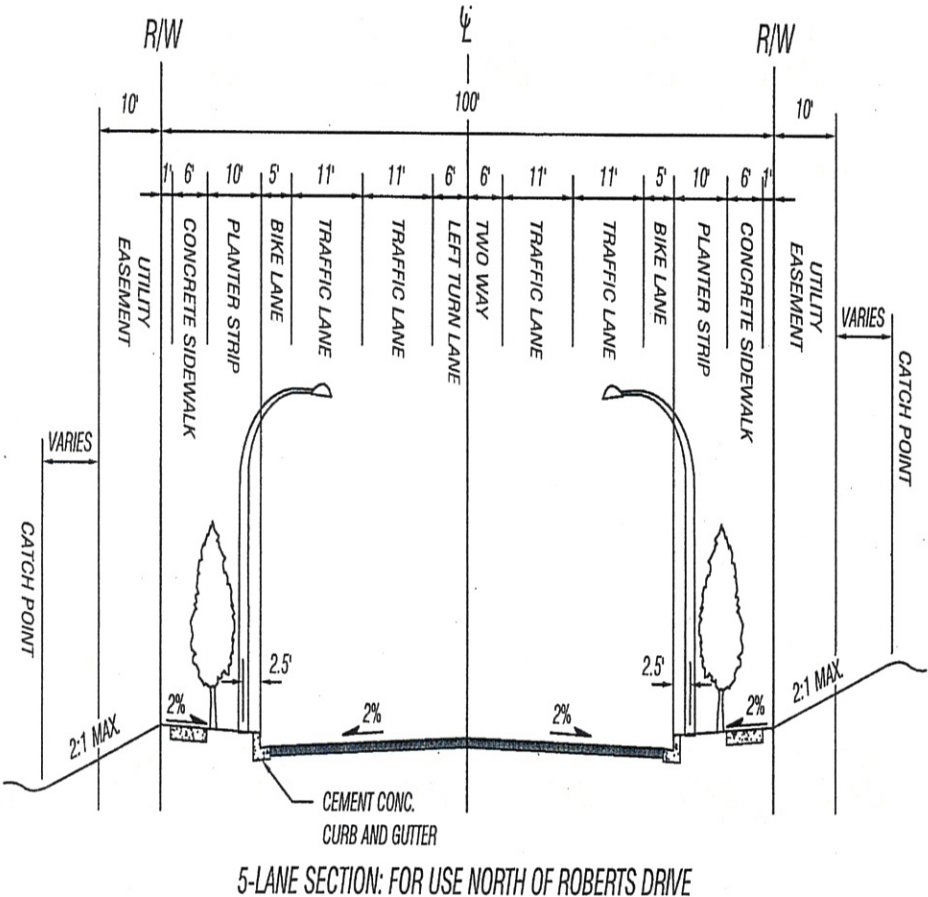
Seth

SR -169

- A 5 lane section is not needed for the build out of Black Diamond as currently planned. However the state is planning a 5 lane section north of 188th. Looking out 50 years a 5 lane section could be needed. Should the City plan for a 5 lane section north of Roberts Drive? By planning for a 5 lane section the City would at a minimum require new buildings to be set back for the future roadway. Another step the City could take would be to acquire the right of way through the development process over the next 50 years.

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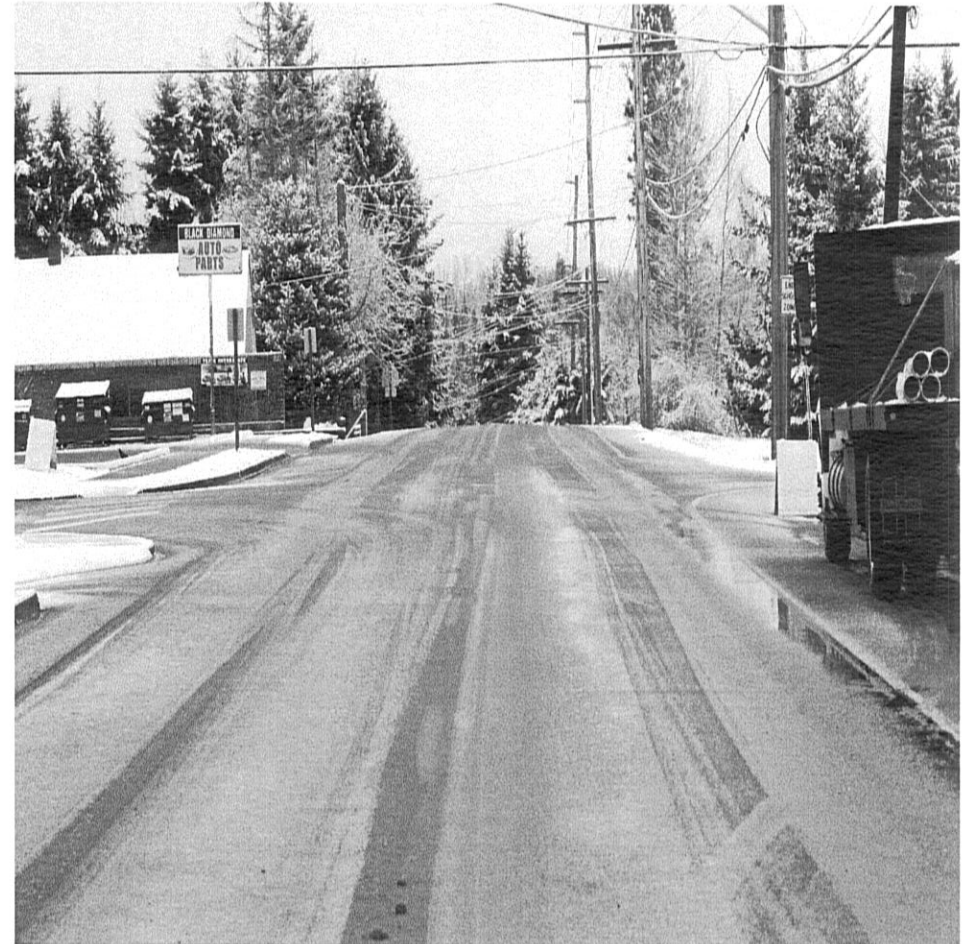
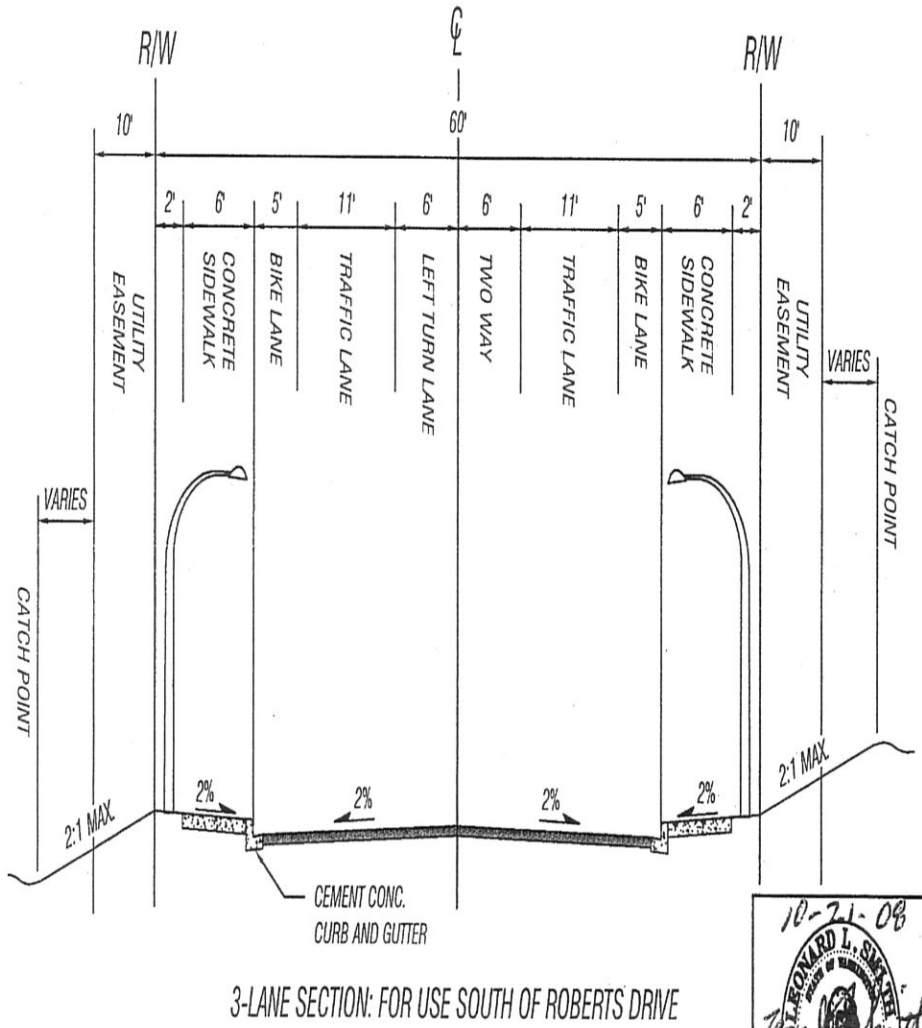
5-LANE SECTION NORTH OF ROBERTS DR. SR-169



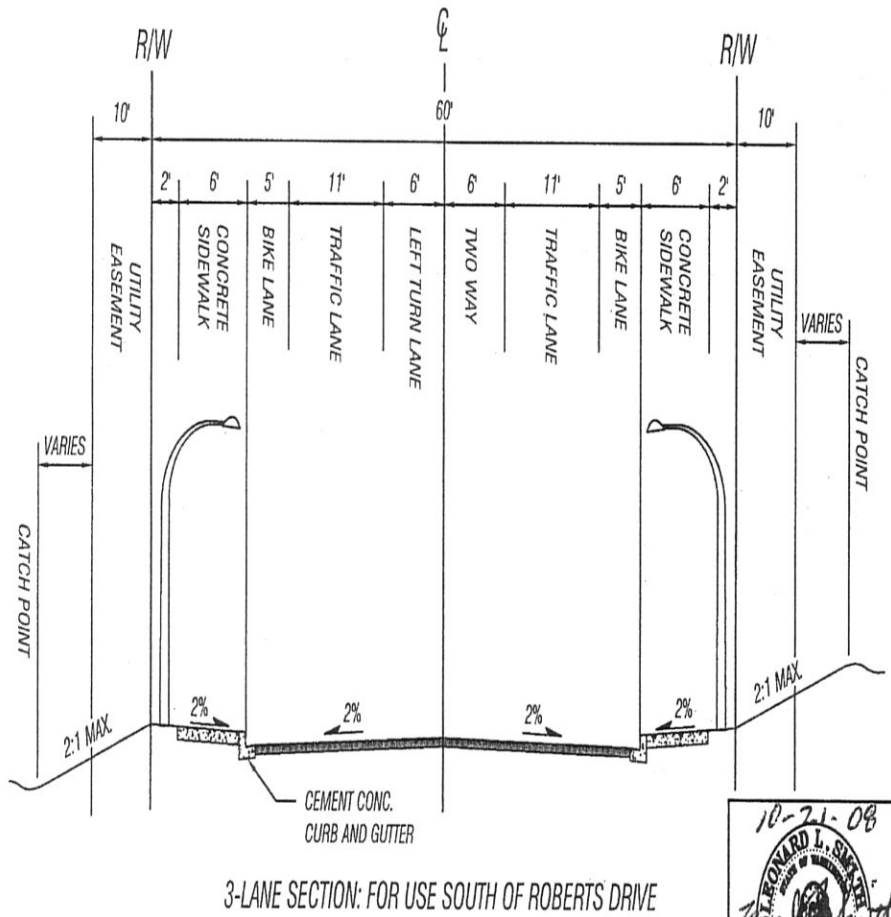
SR -169

- Although a 3 lane roadway with bike lanes and sidewalks will not currently fit between the existing buildings through the downtown area, a left hand turn lane at Baker and Lawson will be needed to handle the traffic. There are multiple points of direct access along the downtown area where a three lane section would provide the best traffic service
- Start thinking about street trees. Notice that I included them on the wider street section north of Roberts Drive, but not through old down town because of width issues.

SR-169 & BAKER SOUTH BOUND



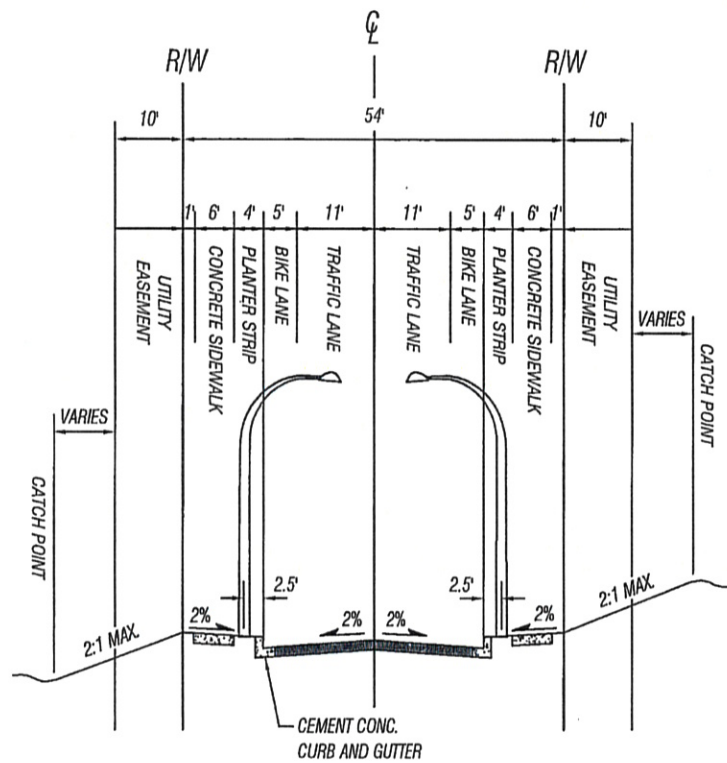
SR-169 & BAKER NORTH



Minor Arterial

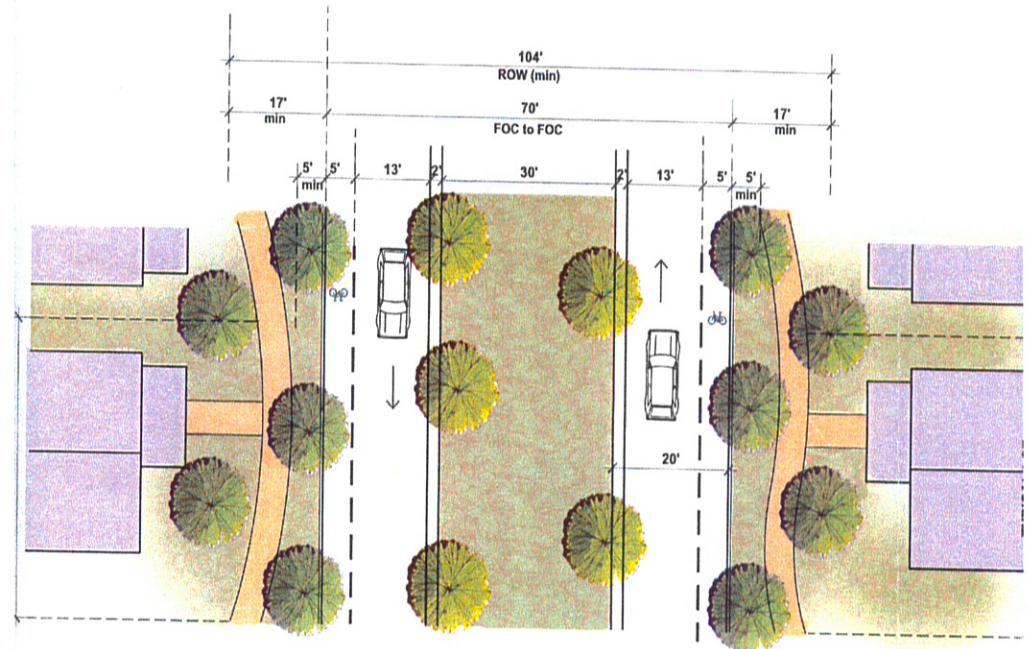
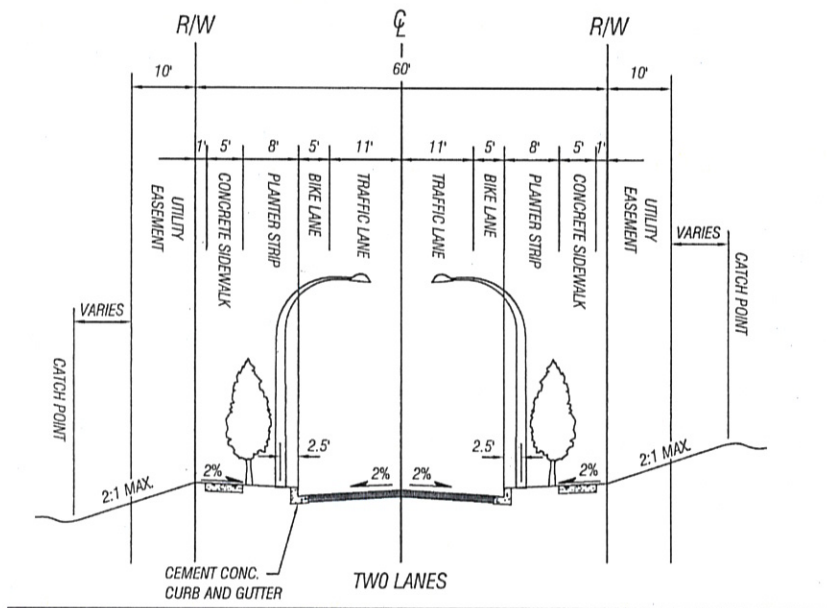
- The City's minor arterial are: Roberts Drive, Lake Sawyer Drive, 196th, Lawson Street, Pipeline Road, North Connector, Villages Spine Road, Lawson Boulevard, ect.
- The staff is recommending a two lane section from SR 169 to Morgan street because there is limited direct access point along this section.
- Notice that bike lanes are shown on our minor arterial sections. Notice that they are 5 foot lanes. This would be a striped dedicated bike lane. Another option that is commonly is a shared multi use lane. A designated bicycle route on a shared lane facility utilizes extra wide lanes for bicycles typically 14 or 15 feet.

MINOR ARTERIAL WITH NO TWO WAY TURN LANE

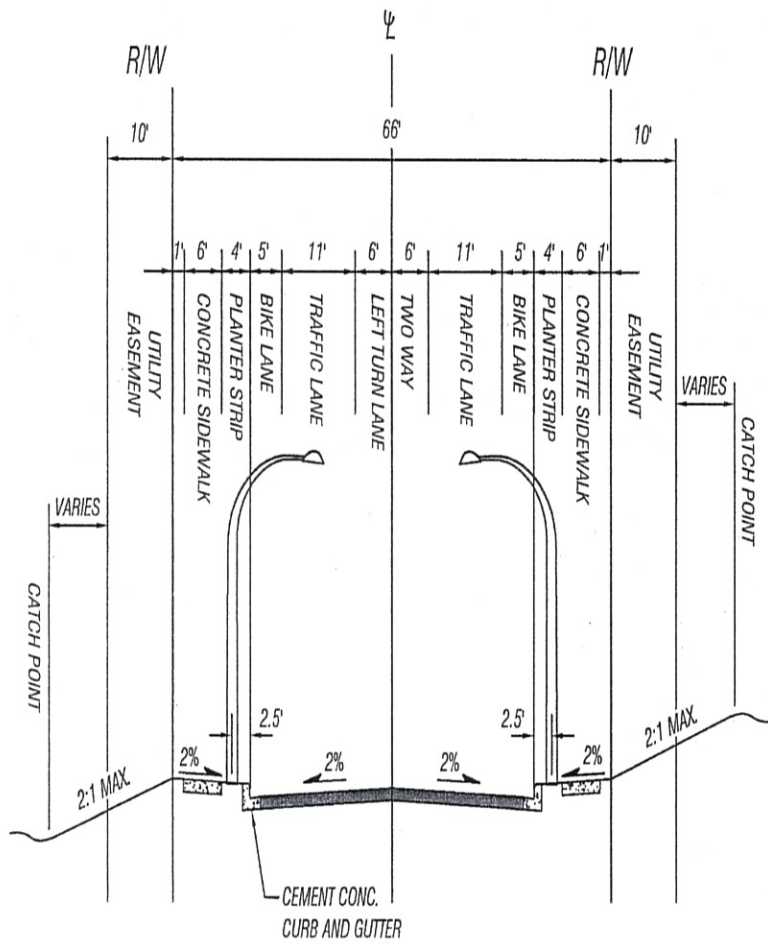


PRINCIPAL ARTERIAL

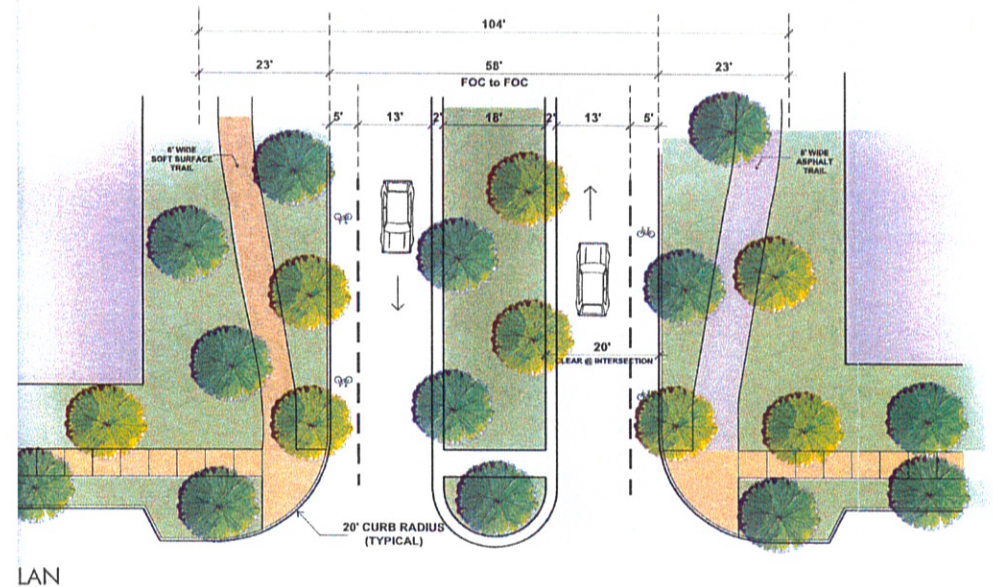
104' ROW BLVD LAWSON HILLS



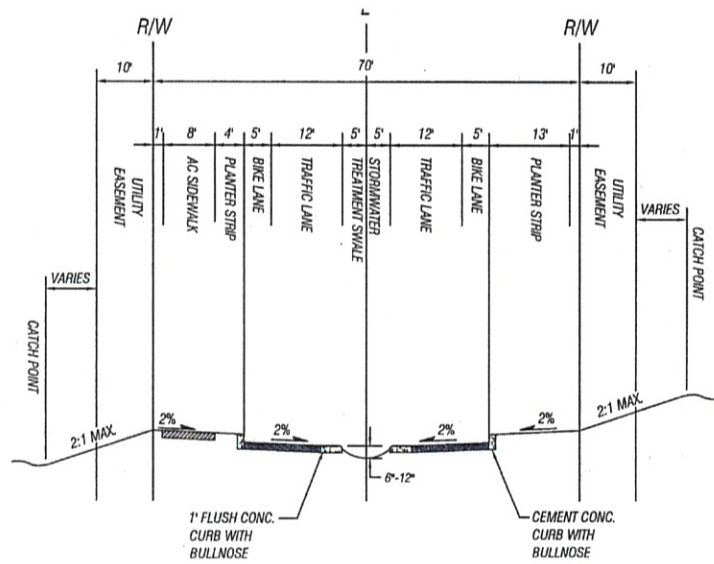
MINOR ARTERIAL



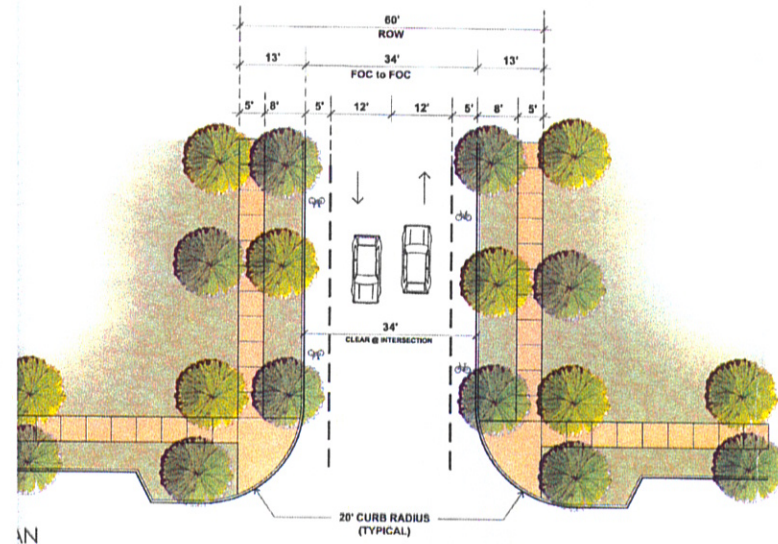
104' ROW BLVD. TOWN CENTER



NEIGHBORHOOD COLLECTOR

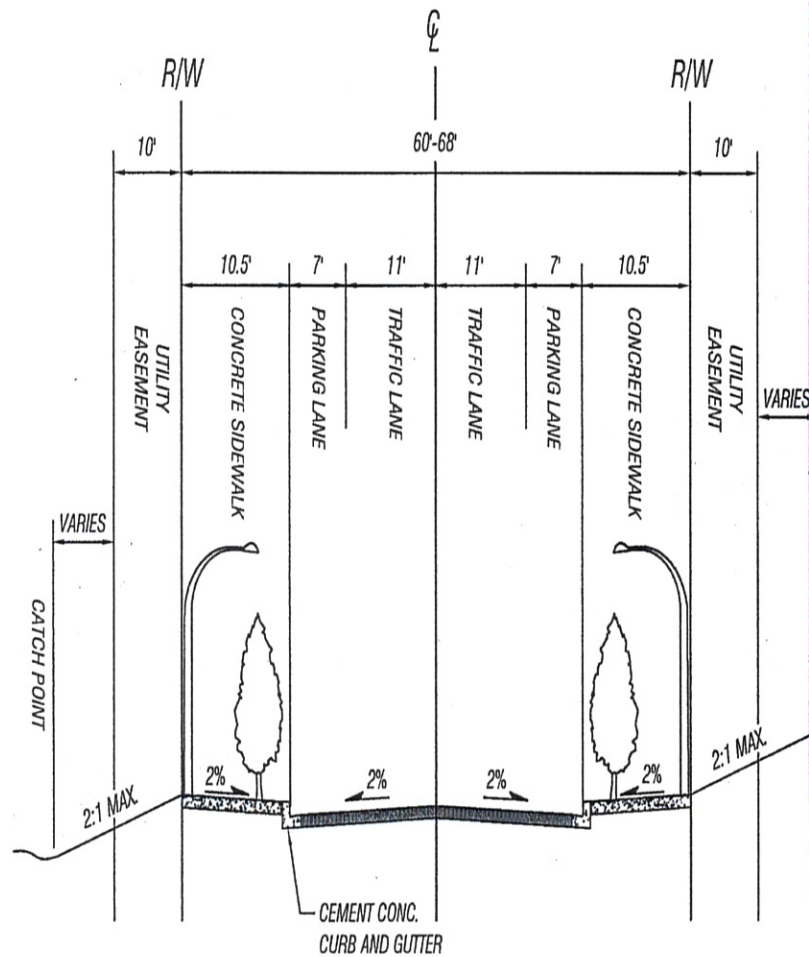


60' ROW COMMUNITY COLLECTOR

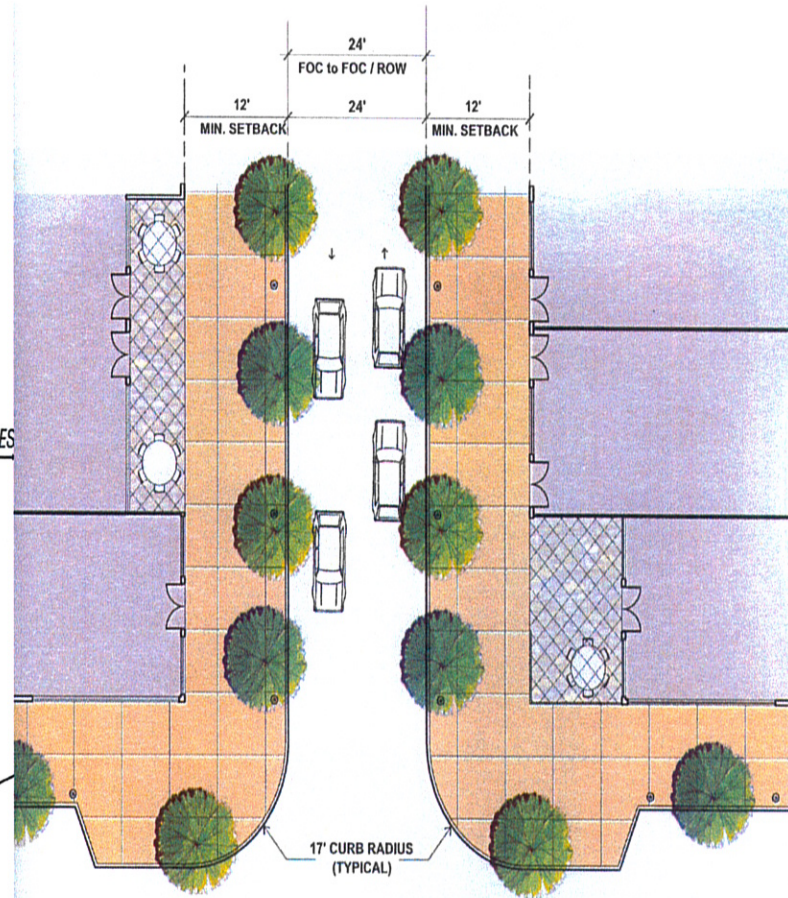


Plan view of a street intersection. The diagram shows a 62' ROW (Right of Way) with a 42' FOC to FOC (Focus of Circulation to Focus of Circulation) section. The intersection is 30' wide and 30' deep. The layout includes a 17' curb radius (typical) and a 30' clear intersection. Dimensions for the approach lanes are 10' and 10'. Dimensions for the intersection area are 5', 5', 7', 4', 10', 10', 4', 7', 5', 5'. The diagram also shows a 17' curb radius (typical) and a 30' clear intersection. The layout includes a 17' curb radius (typical) and a 30' clear intersection.

LOCAL ACCESS COMMERCIAL

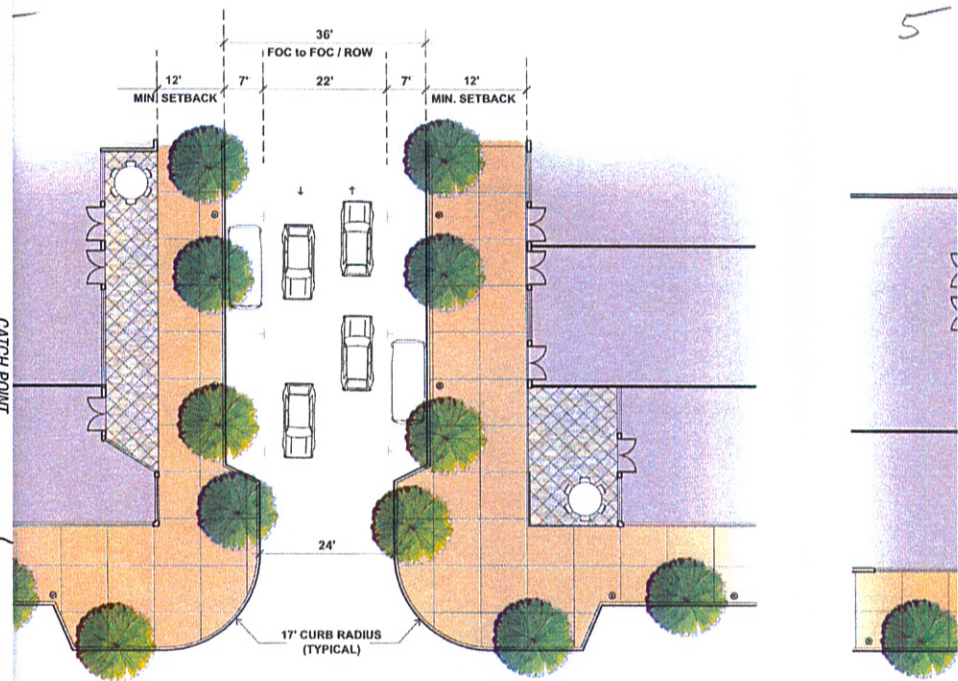
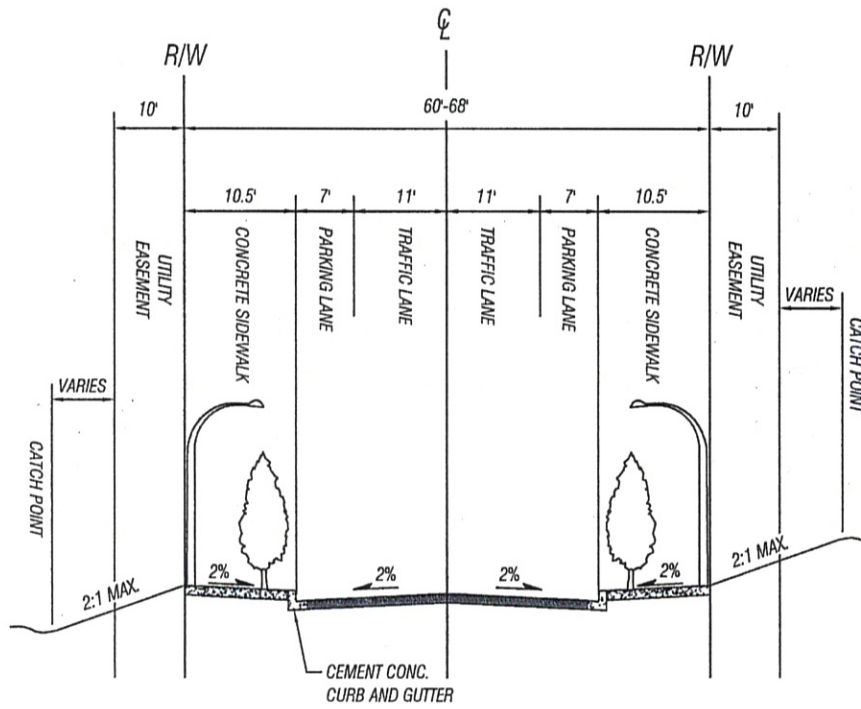


24' RIGHT OF WAY MAIN STREET



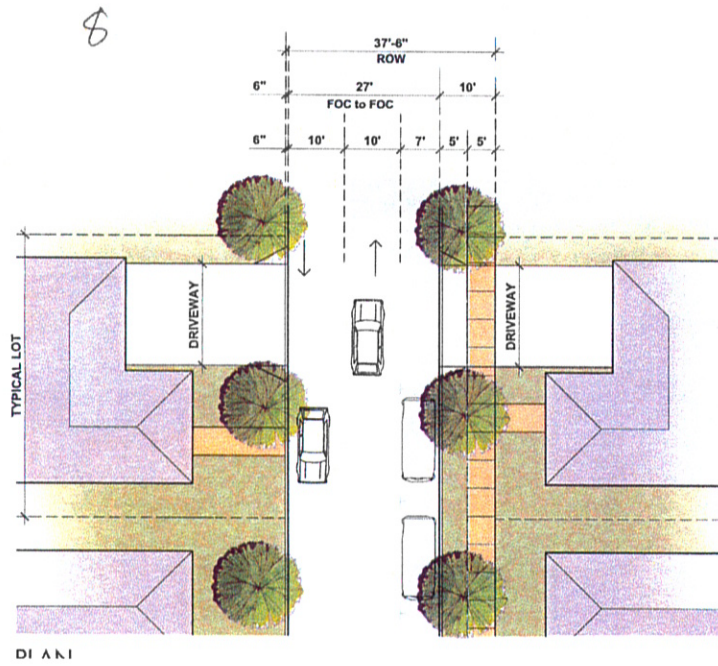
LOCAL ACCESS COMMERCIAL

36' ROW MAIN STREET

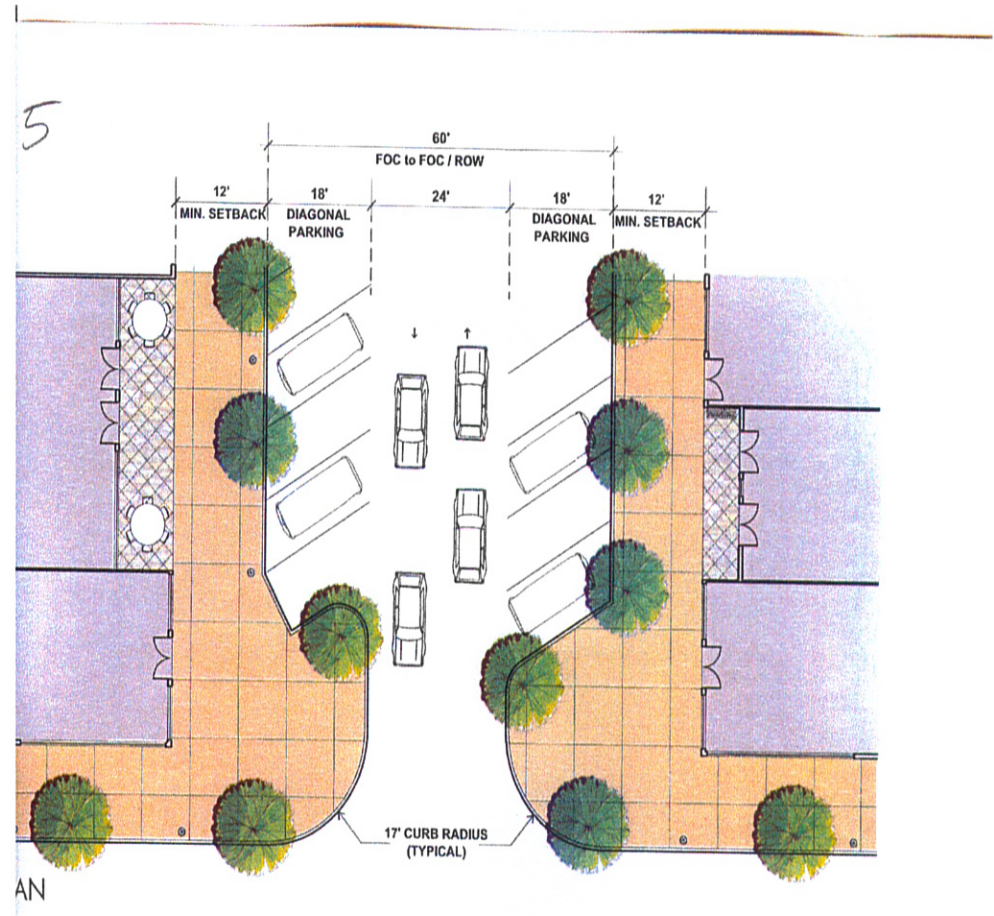


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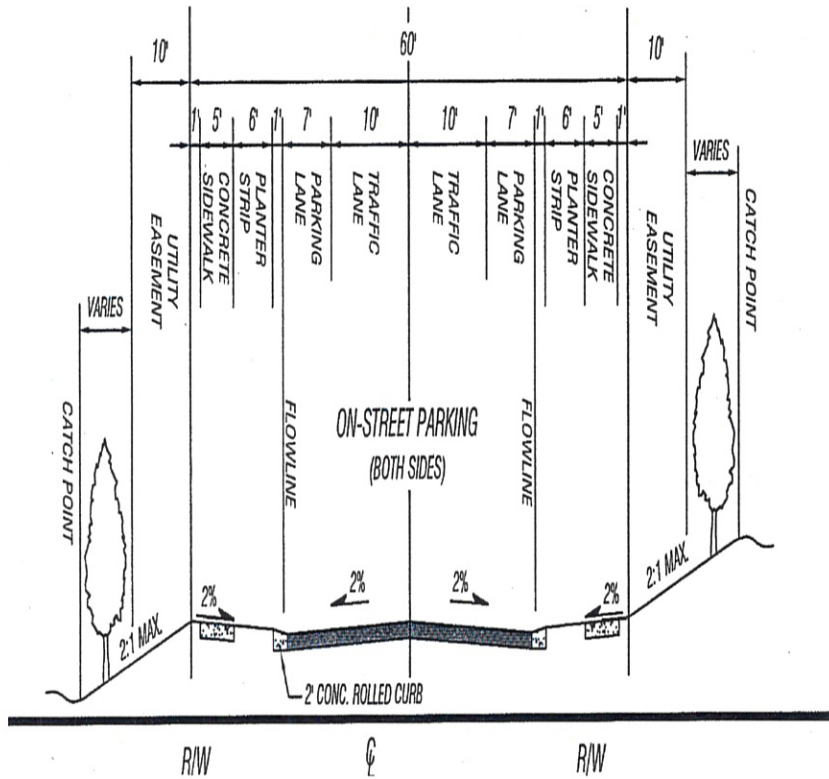
47' ROW MAIN STREET



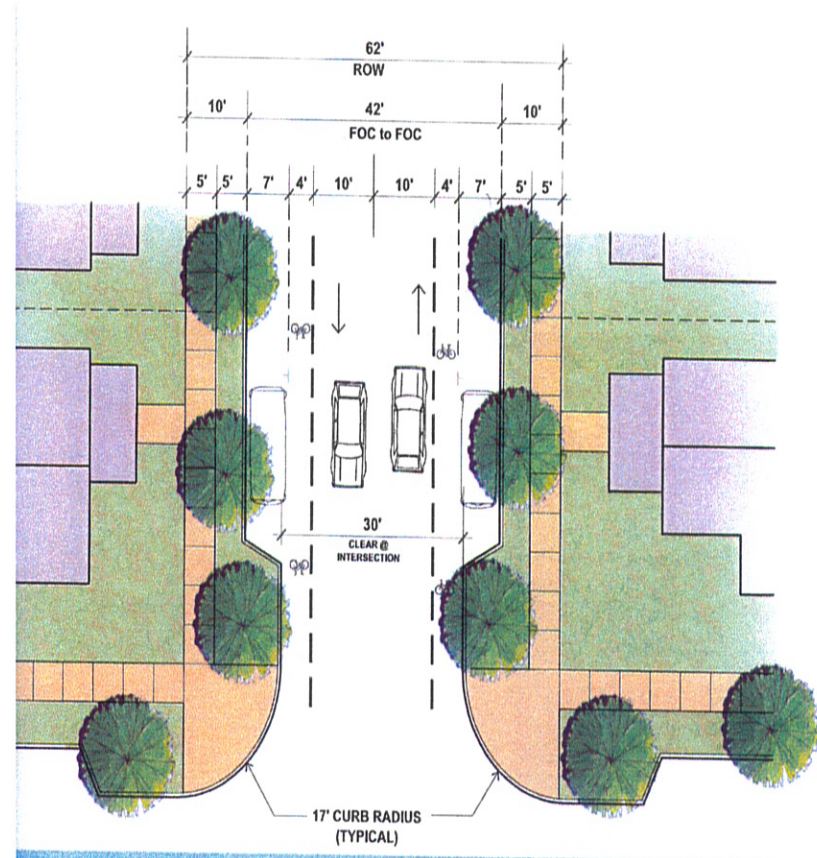
60' ROW MAIN STREET



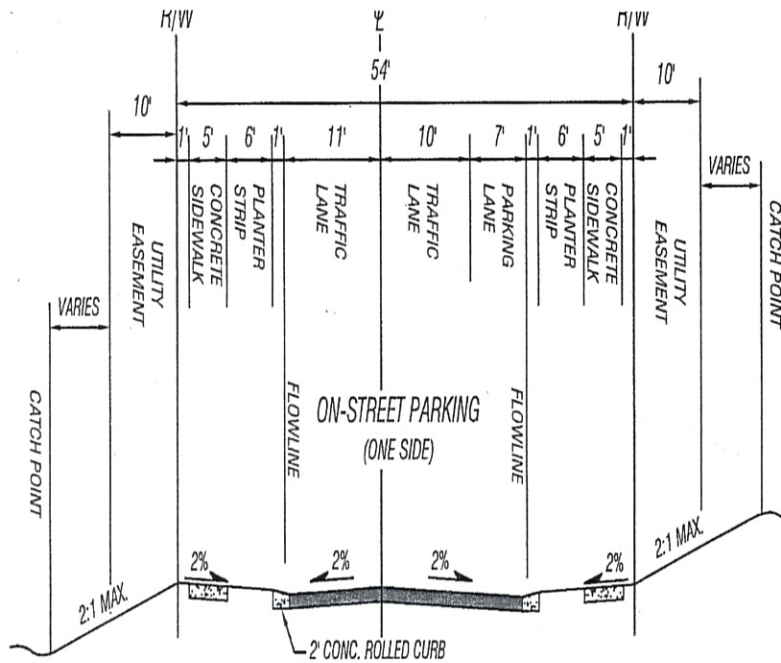
LOCAL ACCESS RESIDENTIAL ON STREET PARKING



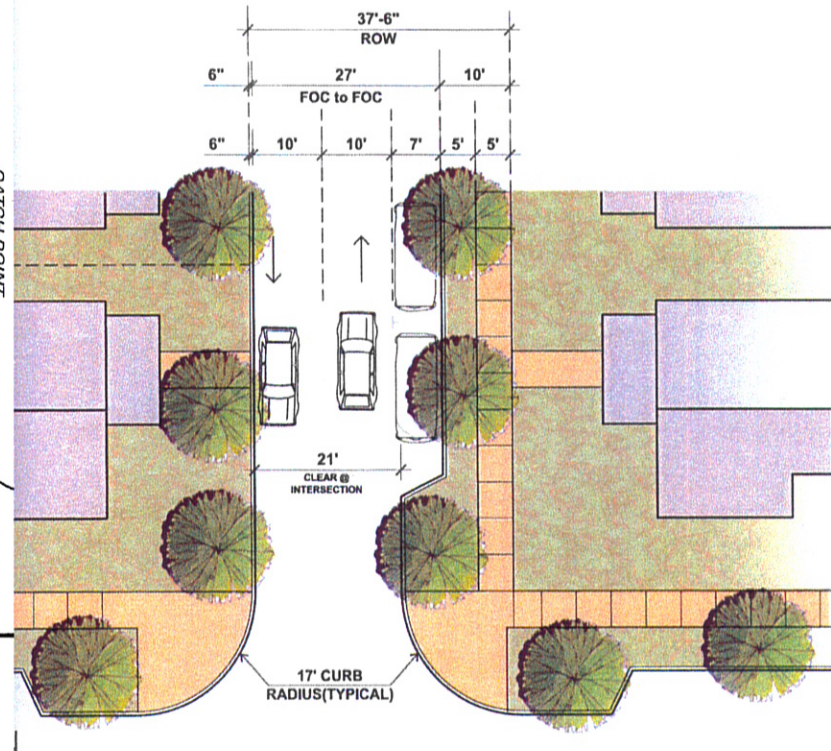
62' ROW NEIGHBORHOOD STREET PARKING BOTH SIDES OF STREET



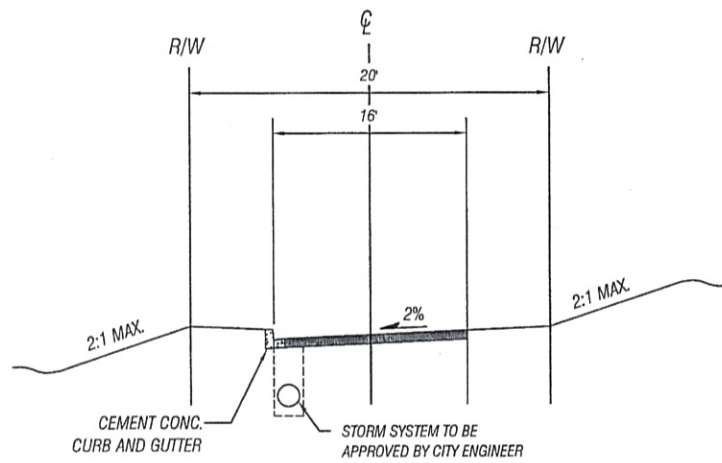
LOCAL ACCESS RESIDENTIAL PARKING ONE SIDE OF STREET



50' ROW NEIGHBORHOOD STREET PARKING ONE SIDE OF STREET

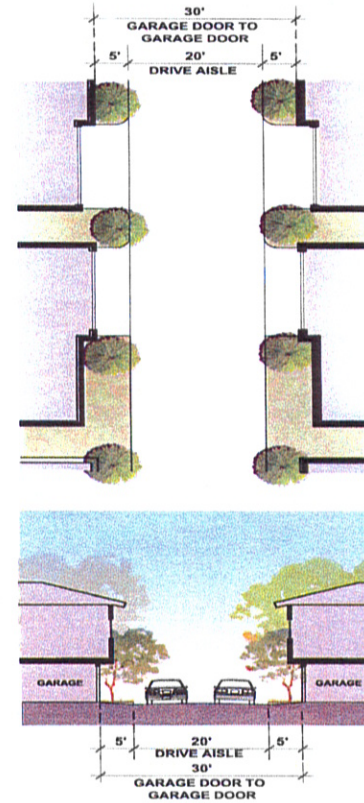


ALLEY SECTION

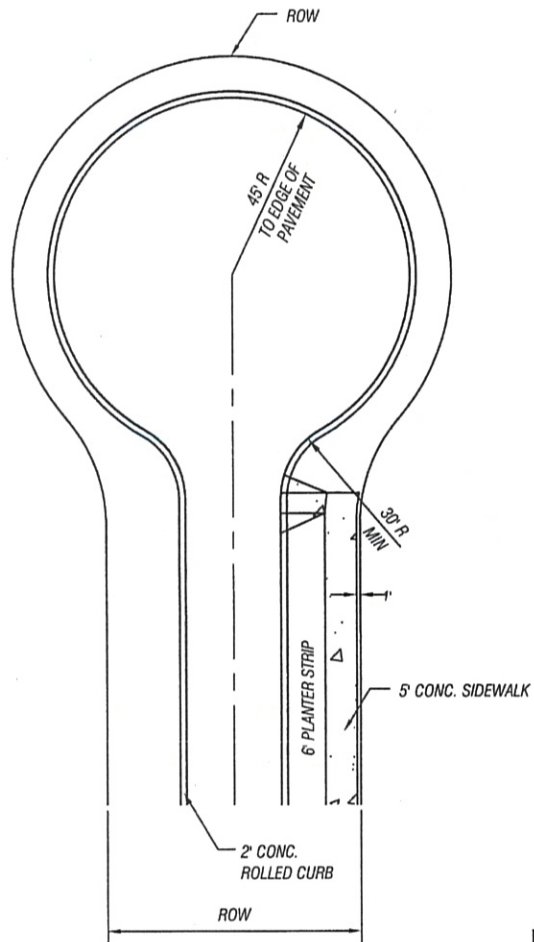


20' ROW RESIDENTIAL ALLEY

PLAN

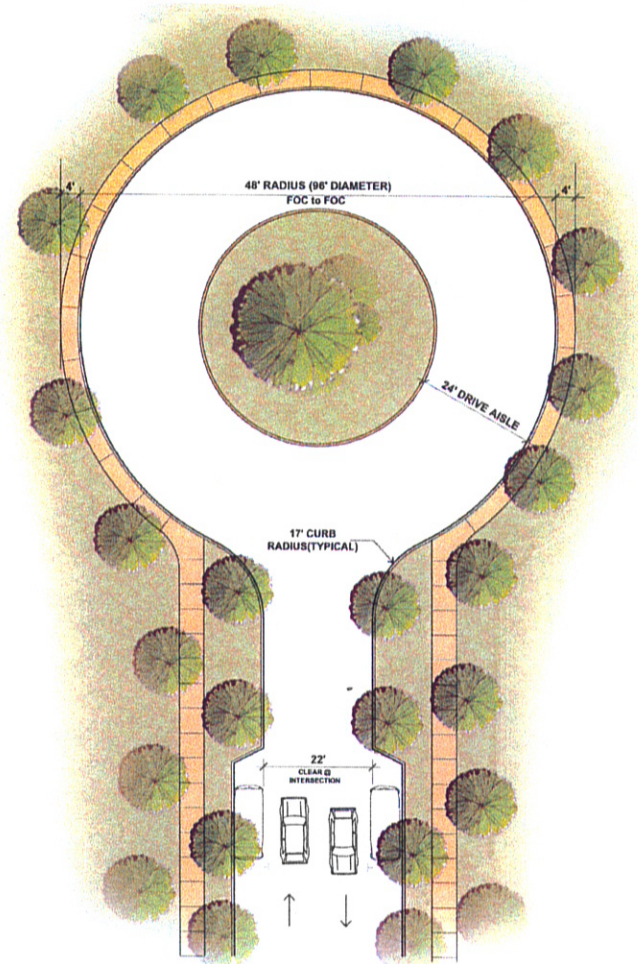


CUL-DE-SAC

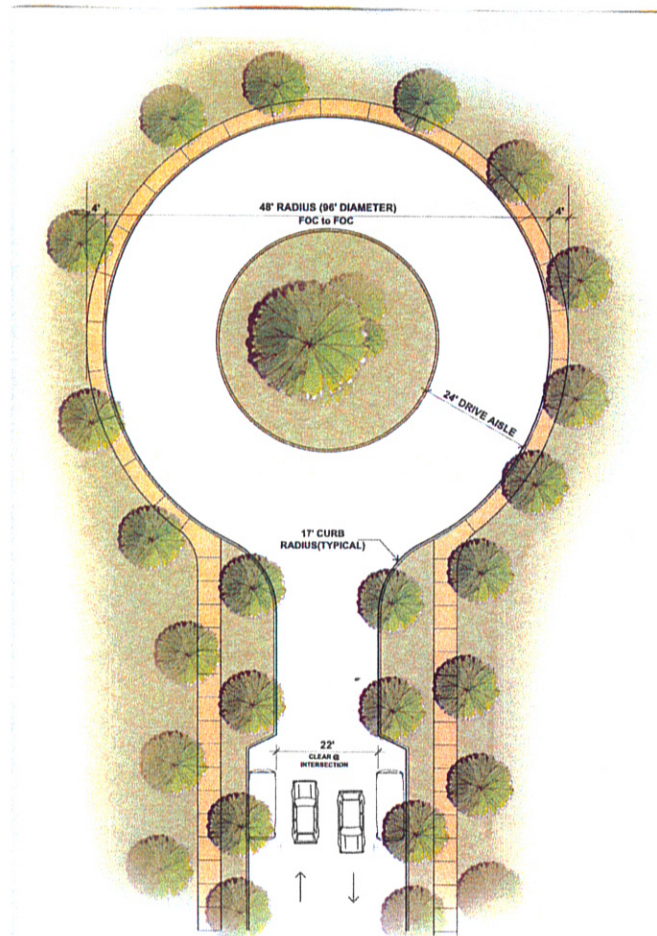


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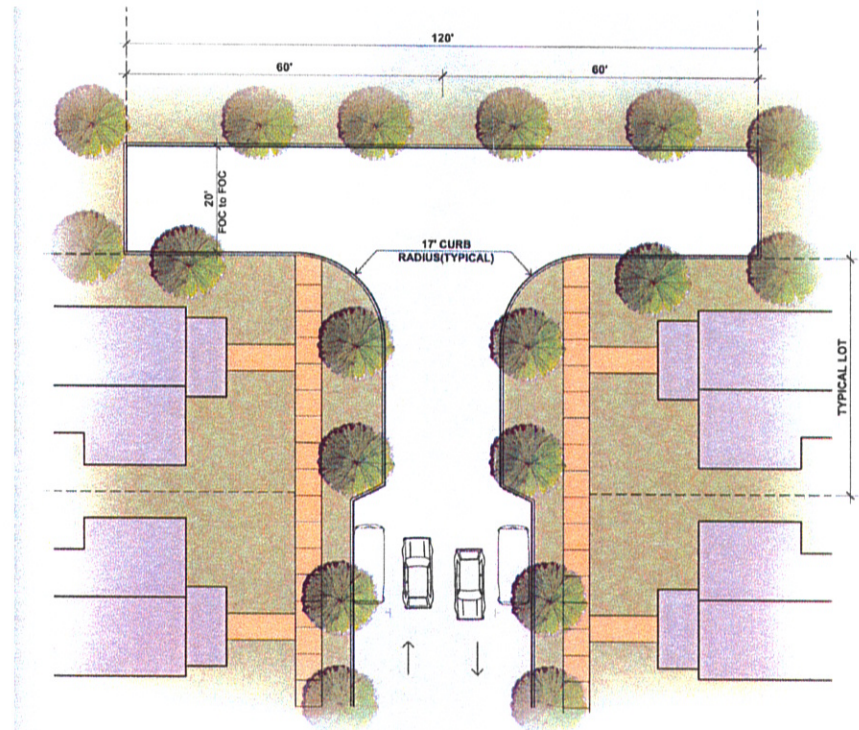
CUL-DE-SAC



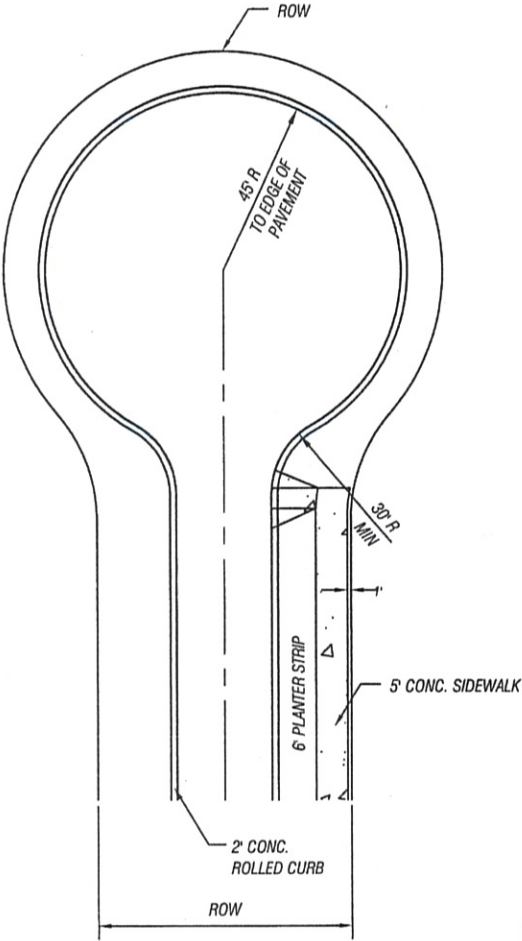
CUL-DE-SAC



HAMMERHEAD



CUL-DE-SAC



70

CUL-DE-SAC

