

## Section VI - 2009 King Countywide STP/CMAQ Non-Motorized Application

This application is available on the King County Web site at  
<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2009KCtywideComp.aspx>

**\*\*Please read all of the text in this section before completing this application.\*\***

**Important notice:** The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application. A project's suitability for funding may be compromised if the application is found to have omissions or inaccuracies. In addition, sponsors of projects recommended for funding as a result of the competition should be aware that their application could be used in the future to evaluate the status of a project if it fails to comply with the requirements of the Puget Sound Regional Council's (PSRC) Project Tracking program.

**Projects receiving funding as a result of this competition:** Funding distributed as a result of the 2009 STP/CMAQ King Countywide Programs is awarded to projects, not to the sponsoring agency itself. Sponsors of projects that receive funds from this competition will be required to submit a more detailed TIPMOD or TIPNEW application, which will be due to the PSRC on July 7, 2009. Please note that these sponsors will also be asked to certify that they will comply with the conditions of the PSRC's Project Tracking Program, as a condition of accepting funding. Failing to comply with this condition, and/or with the conditions established in the PSRC's Project Tracking Program, may eventually result in the loss and/or transfer of funds to another Countywide project.

**14-page limit:** You may use additional pages if necessary; however, please be as brief as possible and limit your application to a total of fourteen (14) pages, plus map(s) and/or other required supporting documents.

**E-mail submissions are preferred:** Attach your completed application to an e-mail and send to [peter.heffernan@kingcounty.gov](mailto:peter.heffernan@kingcounty.gov). Please name the file "(Agency): (Project title)" and in the e-mail subject line identify which Countywide program the application is being submitted (Small Jurisdiction, Large Jurisdiction, All Other, Non-motorized). If you are unable to e-mail the application, please mail a copy of the electronic file on diskette, and fax or mail a corresponding paper copy. Electronic copies of all applications are required, as they will be posted to the King County Web site. Mailed materials should be sent to: Peter Heffernan, King County Department of Transportation, M.S. KSC-TR -0814, 201 South Jackson Street, Seattle, WA 98104-3856 and/or faxed to 206-684-2111, Attn: Peter Heffernan. All applications must be submitted by **5pm May 15<sup>th</sup>, 2009**.

**Definition of a project:** For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If the project contains multiple components, the sponsor must clearly indicate how they are logically connected to one another. A project with multiple geographic locations must demonstrate their functional relationship (for example, signal coordination work in various locations tied together through a traffic control center). **Note: a project may request only one funding source – either STP or CMAQ, but not both.**

### PROJECT DESCRIPTION INFORMATION

<b>1</b>	<b>Project Title:</b> Roberts Drive Sidewalk/Pedestrian Improvements <i>(For roadway project titles: list facility name, limits and any other identifying words; e.g., SR-520 HOV (104<sup>th</sup> Ave NE to 124<sup>th</sup> Ave NE)</i>
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2	<p><b>Sponsoring Agency:</b> <i>City of Black Diamond</i></p> <p>Also identify any co-sponsor(s): (none)</p>
3	<p><b>Project Contact Person:</b> <i>Seth Boettcher, Public Works Director</i></p> <p>Address: <i>City of Black Diamond Public Works 24301 Roberts Drive PO Box 599</i></p> <p>Phone: <i>360-886-2560</i></p> <p>Fax: <i>360-886-2592</i></p> <p>E-Mail: <i>sboettcher@ci.blackdiamond.wa.us</i></p>
4	<p><b>Project description.</b> Please distinguish between the scope of the project and the justification and/or need for the project.</p> <p><b>a. Project scope:</b> Please describe clearly and concisely the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.</p> <p><i>The project will include construction of bicycle lane/pedestrian improvements on Robert Drive, in the City of Black Diamond. Bicycle lanes and raised sidewalks will be installed on the south side of the road, running from the Black Diamond branch of the King County Library System (24707 Roberts Drive) to the intersection of Morgan Street &amp; Roberts Drive.</i></p> <p><b>b. Project justification, need or purpose:</b> Please explain the intent, need or purpose of this project. What is the goal or desired outcome?</p> <p><i>Roberts Drive is Black Diamond's main east west arterial, connecting SR-169 and Black Diamond's Commercial Center in the east with SR-18, Kent-Black Diamond Road SE and Black Diamond's Neighborhood Commercial Center in the west. Pedestrian &amp; nonmotorized transportation infrastructure linkage is needed between the sidewalk extensions from the historic downtown on Morgan Street , City Hall and the library. In a broader view this project will provide an important portion of nonmotorized connectivity between centers and primary transportation corridors. Several Master Plan Developments are underway in the Black Diamond Urban Growth Area that will assist in completing connectivity further to the west.</i></p>
5	<p><b>Project Location:</b> <i>The City of Black Diamond</i></p> <p>Answer the following questions if applicable:</p> <p><b>b.</b> Crossroad/landmark nearest to beginning of project:</p> <p><i>Black Diamond branch of the King County Library System (24707 Roberts Drive, Eastern Terminus)</i></p> <p><b>c.</b> Crossroad/landmark nearest to end of project:</p> <p><i>Intersection of Morgan Street &amp; Roberts Drive (Western Terminus)</i></p>
6	<p><b>Map:</b> Include an 8½" x 11" legible vicinity map (if applicable) with completed application form. If unable to send map electronically, provide separately by fax or mail.</p>

**7 Federal Functional Classification Code (Select only one)**

Assistance in determining the functional classification of a project is available by calling Stephanie Rossi at 206-971-3054.

**Rural Functional Classifications**  
("under 5,000 population")  
(Outside the federal-aid urbanized and federal-aid urban areas)

- 00** Exception
- 01** Principal Arterial - Interstate
- 02** Principal Arterial
- 06** Minor Arterial
- 07** Major Collector
- 08** Minor Collector
- 09** Local Access
- 21** Proposed Principal Arterial – Interstate
- 22** Proposed Principal Arterial
- 26** Proposed Minor Arterial
- 27** Proposed Major Collector
- 28** Proposed Minor Collector
- 29** Proposed Local Access

**Urban Functional Classifications**  
("over 5,000 population")  
(Inside the federal-aid urbanized and federal-aid urban areas)

- 00** Exception
- 11** Principal Arterial – Interstate
- 12** Principal Arterial – Expressway
- 14** Principal Arterial
- 16** Minor Arterial
- 17** Collector
- 19** Local Access
- 31** Proposed Principal Arterial – Interstate
- 32** Proposed Principal Arterial – Expressway
- 34** Proposed Principal Arterial
- 36** Proposed Minor Arterial
- 37** Proposed Collector
- 39** Proposed Local Access

**NOTE: Federally Funded Projects.** A roadway must be approved on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects which are on a roadway with a functional classification of 09, 19, 29 or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as "00".

**Examples of Exceptions:**

- Any bicycle and/or pedestrian project.
- Projects not on a roadway and using CMAQ or other funds
- Any transit project, including equipment purchase and park-and-ride lot projects.

**PROJECT EVALUATION INFORMATION**

**IMPORTANT INSTRUCTIONS:** Projects will be evaluated and scored based on the information provided in Parts 1 and 2 that follow. Refer to “Countywide Non-Motorized Project Evaluation Criteria” included in the 2006 King Countywide Call for Projects for information on how the projects will be evaluated.

- **Part 1:** Choose one of the two project categories that best fits your proposed project and complete Section A or B
- **Part 2:** Complete all Sections c through F

## PROJECT EVALUATION: PART 1

**Choose which of the two Centers categories your project falls under:**

- Project is located within a Center  
> *NOTE: Complete Section A, then proceed to Sections C through F in Part 2*
- Connecting Corridors  
> *NOTE: Complete Section B, then proceed to Sections C through F in Part 2*

## SECTION B: CONNECTING CORRIDORS

Complete this section if your project is a “Connecting Corridors” project, then proceed to Part 2.

**Please explain how your project addresses the following:**

- Describe how the investment in the corridor improves access or directly benefits a center(s) by providing a range of travel modes and by serving multiple user groups.

*The proposed pedestrian improvements are located on Roberts Drive, the primary arterial connecting Black Diamond's Commercial Center and its Neighborhood Commercial Center. Currently, nonmotorized connectivity is limited by the fact that Roberts Drive is a narrow, 50+ year-old cement-panel street with soft shoulders; only a small section, located in front of the recently-completed King County Branch Library, has adequate pedestrian/bicycle improvements and safety measures installed. The proposed improvements will fulfill a missing link in Black Diamond's nonmotorized transportation infrastructure, making nonmotorized transportation options available to all user groups, including pedestrians, bicyclists, and disabled persons.*

- Describe how the project improves a corridor in logical segments, thereby preventing the creating of missing links or gaps.

*The project improves the corridor by building upon recent investments in the Black Diamond Branch of the King County Library System, extending bicycle/pedestrian corridors from the library to the intersection of Roberts Drive and Morgan Street. Currently, the bicycle/pedestrian improvements on Roberts Drive are isolated to the frontage of the new Library. This project would complete a missing link between Morgan Street and the Library.*

*The City currently is launching a sidewalk project on the north side of Morgan Street that will extend sidewalks from the historic downtown commercial area to Roberts Drive. The proposed project will provide a safe, direct linkage between the library branch, the new sidewalk extension on Morgan Street, which will connect the historic downtown area that includes the Black Diamond Bakery and the elementary school. In addition, the project will provide sidewalks and bike lane link to City Hall.*

*The proposed project will also tie in with future Development funded improvements and realignment of Roberts Drive at SR 169. The Villages Master Planned Development on the west side of Black Diamond will reconstruct a portion of Roberts Drive with pedestrian and bike lane facilities that will ultimately provide a permanent, direct linkage between Black Diamond's Neighborhood Commercial Center and the Historic Downtown Commercial Center. Another Master Planned Development, Lawson Hills, will be coming to Black Diamond in the coming years and will provide additional linkages and use of the proposed sidewalks and bike lanes.*

*General Master Planned Project Descriptions*

- *The Villages MPD includes 1,170 acres southwest of the town center, and is proposed for mixed use development to include residential, retail, commercial, office, educational, recreational, and open space. The proposed MPD assumes 4,800 dwelling units and 775,000 square feet of employment (commercial, office and other uses).*
- *The Lawson Hills MPD includes 376 acres located to the north and east of the town center. Proposed uses are consistent with those for The Villages, with 1,250 dwelling units and 390,000 square feet of employment.*

*The realignment of Roberts Drive with SR 169 will incorporate nonmotorized transportation infrastructure to serve a range of modes of transportation in commuting between Black Diamond's MPDs and its Commercial and Neighborhood Centers. Thus, the proposed project leverages future investments made to support these MPDs. Whereas the traffic mitigation that is needed to address the needs of the Master Planned Developments are focused on constructing new corridors the center segment of Roberts Drive will need to be improved by the City hopefully with the assistance from this grant.*

- Describe how the improvements create long-term sustainable solutions and improve the system as a whole.

*This project is a logical continuation of the nonmotorized transportation network that Black Diamond has planned for in its Comprehensive Plan (Land Use & Transportation Elements), adopted Capital Improvement Programs, current and past sidewalk projects. This project will not result in any new missing links or gaps. Within the next 10 year, the existing concrete panels on Roberts Drive will need to be replaced and improved. The improvements proposed will be designed as permanent improvements and reconstruction of the roadway will tie in to the curb and gutter proposed with this project. These pedestrian/bicycle improvements represent the logical first step in completing the much-needed improvement and realignment of Roberts Drive, creating a sustainable nonmotorized route that will reduce single occupancy vehicle trips in perpetuity.*

*The project will also employ LID construction techniques such as pervious cement concrete materials for the raised sidewalk and bioretention within the landscape buffer to mitigate impacts from stormwater runoff.*



## SECTION C: PROJECT READINESS

Once Section A or B in Part 1 has been completed, complete all of Part 2, Sections C through F.

**Introduction:** Two primary tools will be used to obtain information needed to judge a project's ability to proceed: responses to the project readiness and financial plan sections below. The primary objective of the evaluation is to determine if a sponsor has assembled all of the funding needed to complete the project or phase(s), and when the sponsor will be ready to obligate the requested funding. All questions **must** be completely and accurately filled out in order for this information to be properly assessed. The information will be used to determine:

- When the sponsor can complete all prerequisites needed to obligate the project's requested funding.
- When the sponsor plans to obligate requested funding.
- The amount and source of secured funding for the project.
- The amount and source of reasonably expected but unsecured funding for the project.
- If the federal funds will complete the project or a phase of the project.

**Note:** The standard PSRC definitions will apply for determining when funding is "secured" or "reasonably expected to be secured." These definitions can be found at

<http://www.psrc.org/projects/tip/selection/2006/CallMaterials/Secured%20funding%20def%202006.pdf>

Project Readiness: **Please fill out the questions below if your project is requesting funds for a Right of Way (ROW) and/or Construction (CN) phase. Projects requesting funds for a Preliminary Engineering phase need not answer question in Section C: Project Readiness.**

**It is recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before STP and CMAQ funding is typically eligible to obligate. These questions are designed to identify these requirements and assist sponsors to:**

- Identify which requirements apply to their specific project.
- Identify which requirements have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all requirements not yet completed.

**Important instructions:** For question A below, select one of the three options from the drop down list for all items that apply at the time of submission of this application. These items are based on the documentation requirements for obligation of federal funds. For any item where "Item not yet completed" is selected, and for any additional requirements pertaining to the project, provide details in question B, including the estimated schedule for completion.

**A. Check all items that apply below.** Note: if no ROW is required for the project, select "not needed" for sections b through g.

Not yet completed a. Final FHWA or FTA approval of environmental documents including:

Not yet completed - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.

Not yet completed - Section 106 Concurrence.

Not yet completed - FHWA/FTA Environmental Classification Summary Checklist (or EA or EIS).

Not needed b. True Cost Estimate for Right of Way.

Not needed c. Right of Way Plans (stamped).

Not needed d. Relocation Plan (if applicable).

Not needed e. Right of way certification.

Not needed f. Certification Audit by WSDOT R/W Analyst.

Not needed g. Relocation Certification, if applicable.

Not needed - Certification Audit by WSDOT of Relocation Process, if applicable.

Not yet completed h. Engineer's Estimate. **We have completed a planning level estimate**

Not yet completed i. All environmental permits obtained such as Army Corps of Engineers Permit, HPA, etc.

**B. Additional information:** include details on any items above that are not yet completed and provide an estimated schedule; please provide any additional information as appropriate.

The project will be constructed within an area that is currently improved with gravel shoulders, driveway approaches and adjacent land use primarily as single family. There does not appear to be any wetlands adjacent to the project limits that would be impacted nor do we anticipate needing additional right of way. Therefore, the project can be designed and necessary environmental documentation can be completed quickly following selection of a consultant(s) for the project.

## Section D: Financial Plan

Financial plan: **Please fill out Tables A-D below and corresponding questions E-F. The purpose of the tables and questions is to allow sponsors to fully document their project's financial plan and schedule. Tables A, B, and C build upon one another to provide the estimated cost of each phase as well as a project's total cost (Table D). The tables require sponsors to list the federal funds being requested from the Countywide Competition (Table A), as well as ALL other sources of secured (Table B) and unsecured funds (Table C) needed to complete the project.**

### Guidelines:

- All requested information must be provided to earn maximum points.
- Provide financial information for all funding types in every applicable phase, and use a separate row for each funding source.
- Totals of federal and other funds listed in Tables A, B, and C should equal the total project cost in Table D.
- Funding commitment letters must be provided for all financial partners.

**Required Match:** A minimum of 13.5% match is required for both STP and CMAQ funds. Sponsors of projects awarded funds through this competition will be required to provide information on these matching funds at a later date.

**Table A: Funding Requested from Non-Motorized Program**

Phase	Estimated Obligation Date by Phase (mm/dd/yy)	Federal Funding Source (enter either STP or CMAQ; choose only one)	Federal Funds Amount
1	11/01/2009	STP	\$808,775
			\$
			\$
<b>Totals:</b>			<b>\$808,775</b>

**Table B: Existing Secured Funding**

Phase	Estimated Obligation* date by Phase (mm/dd/yy)	Source	Amount
1	7/01/2009	City REET Fund	\$126,225
			\$
			\$
			\$
			\$
<b>TOTAL:</b>			\$126,225

\*For tables B or C “obligation” may be defined as expenditure or other commitment of funds

**Table C: Needed future funding (unsecured)** Note: do not include the grant funds requested in Table A

Phase	Estimated Obligation* date by Phase (mm/dd/yy)	Source	Amount
			\$
			\$
			\$
			\$
			\$
<b>TOTAL:</b>			\$

\*For tables B or C “obligation” may be defined as expenditure or other commitment of funds

**Table D: Total Project Cost** (Please provide the total estimated cost and scheduled completed date for each phase of the project.)

Phase	Total estimated cost	Phase	Scheduled completion date (mm/dd/yy)
Planning:	\$25,000	Planning:	12/31/2009
Preliminary Engineering/Design:	\$75,000	Preliminary Engineering/Design:	3/31/2010
Right of Way:	NA	Right of Way:	NA
Construction:	\$750,000	Construction:	08/31/2010
Cons. Administration:	\$75,000	Cons. Administration	8/31/2010
<b>Total Project Cost:</b>	<b>\$935,000</b>	<b>Estimated date of completion</b>	<b>8/31/2010</b>

**E. Identify the project phases (PE, ROW, CN, etc.) that will be fully completed if requested funding is obtained and status of current phases (i.e. PE at 30%):**

**F. If unable to completely fill out Table D (Total Project Cost):** Use the space below to explain the nature of any project for which the total project cost is presently unknown. For example, a project may study the merits/costs of various routes or construction techniques and, consequently, the total project costs won't be determined until the study is complete.

## SECTION E: JOINT OPPORTUNITIES

**Please explain how your project addresses the following:**

- What other private and/or publicly funded project(s) will receive a benefit from this project? Describe the other project(s) and its relationship to your agency's project. Be specific. (*E.g., If funds are committed to another project, describe the commitment, including the amount. Describe any conditions associated with the commitment, including timing. If the commitment or partnership is non-financial, so indicate.*) In your answer, summarize relevant letters and/or documents describing commitments and key points. Include dates. Do not attach copies of these letters or documents.

*The proposed pedestrian improvements leverage the investment of \$700,000 in the Regional Branch of the King County Library. Future realignment of Roberts Drive east of the project area will occur as part of the installation of several master planned developments (MPDs) coming to Black Diamond in the coming years:*

- *The Villages MPD includes 1,170 acres southwest of the town center, and is proposed for mixed use development to include residential, retail, commercial, office, educational, recreational, and open space. The proposed MPD assumes 4,400 dwelling units and 775,000 square feet of employment (commercial, office and other uses).*
- *The Lawson Hills MPD includes 376 acres located to the north and east of the town center. Proposed uses are consistent with those for The Villages, with 1,250 dwelling units and 390,000 square feet of employment.*

*The realignment of eastern Roberts Drive will incorporate nonmotorized transportation infrastructure and a fish passage/culvert/floodplain restoration project to serve a range of modes of transportation in commuting between Black Diamond's MPDs and its Commercial and Neighborhood Centers; the future realignment will have appositive net environmental impact, restoring historic floodplains and fish passage corridors. The project takes advantage of a joint opportunity to build upon investments made by private developers in advance of improvements that will be required as part of the MPDs.*

- Will an opportunity be lost if the project does not receive funds through this project competition? Describe and explain the consequences.

*The Roberts Drive realignment project will likely be a significant undertaking with many components (culvert widening/floodplain restoration, pedestrian/bicycle infrastructure & safety elements, roadway panel replacement & realignment), constraints (historical floodplain/creek alignment & train trestle infrastructure, right-of-way/private property limitations), and project partners (resource agencies, private developers).*

*The proposed bicycle/pedestrian infrastructure project provides the opportunity to get a 'head-start' on this otherwise complex and daunting project, providing a connection between Black Diamond's Library and Neighborhood Commercial Center in the interim, while preparing for future increased connectivity.*

## SECTION F: PLANNING

Please explain how your project addresses the following:

- Describe the planning process through which this project has been developed.

*The Public Process to incorporate Black Diamond's several large MPD's into the City's Comprehensive Planning process has been ongoing since 2000. Realignment of Roberts Drive and establishment of nonmotorized transportation infrastructure were identified as necessary to support these MPDs; this process has been formalized in the recently-published Draft Transportation Element/Appendix of the Comprehensive Planning Document (December 2008). Predesign of the proposed realignment has been ongoing since January 2008. Community involvement has been solicited at several important junctures in the comprehensive planning process. With funds allocated under this opportunity, construction will commence in the Spring/early Summer of 2010.*

- Describe how the project is consistent with a local jurisdiction's adopted comprehensive plan, local plan, transit plan, etc. **IMPORTANT: Provide specific citations and a copy of the appropriate pages and include dates of adoption.**

**The proposed project fulfills the vision and several elements of the Black Diamond Comprehensive Plan, Adopted September 2008, and the separate Draft Transportation Element, published December 2008.**

***Black Diamond Comprehensive Plan - Vision*** (p. 1-2, September 2008)

*In the year 2025, Black Diamond will be a beautiful, friendly community based on a rich historic heritage and exceptional natural setting, and with a small-town atmosphere. Forested areas and open space remain, while development maintains a healthy balance of moderate growth and economic viability.*

*The economic base will be a mix of retail, industrial/business park, office, tourist and local cottage industries. Residential development will be a mix of types, sizes and densities, clustered to preserve large areas of open space and to access a system of trails/bikeways/greenbelts which connect housing, shopping, employment and recreation areas with nearby regional parks and recreational facilities. Citizens actively participate in an effective and open government decision-making process that reflects community values. There will be good cooperation among nearby jurisdictions, and adequate public services and environmental protection to provide a safe and healthy quality of life for all citizens, from children to seniors.*

***Black Diamond Comprehensive Plan - Maintaining Pedestrian Scale and Orientation*** (p. 5-82, September 2008)

*Walking was the dominant mode of travel in rural towns...Both the networks of streets and scale of buildings reflect this pedestrian orientation. A fine network, often a grid, served to allow efficient use of the land and gave many alternative routes between locations. Structures, particularly commercial ones, were located close to the street to attract walk-in customers. Typically, downtown commercial districts featured amenities including benches and small parks for pedestrians. Boardwalks may have been provided to elevate the pedestrians above the mud and debris in the street. Much of the City has a relatively fine network of streets that functions well as a pedestrian system, but lacks sidewalks, benches and other pedestrian oriented amenities...Increased traffic in the Old Town commercial area may necessitate the addition of sidewalks and other pedestrian facilities. New commercial uses should be designed to increase pedestrian orientation by providing a fine-grained circulation network, sidewalks, and buildings that focus on the sidewalk environment. New residential areas should incorporate site and street design techniques that support walking. On-road pedestrian facilities should be augmented by a network of off-road facilities including trails that will further connect city residents with the many forested buffers and natural areas which contribute to the City's unique rural character.*

***Black Diamond Comprehensive Plan – Transportation Element - Draft, December 2008***

*The City of Black Diamond encourages drivers of single occupancy vehicles to consider alternate modes of travel such as carpools, vanpools, transit, non-motorized travel, and alternative work schedules. (p. 7-38)*

*The Comprehensive Plan identifies that a comprehensive network of non-motorized facilities, including trails, sidewalks, and bicycle facilities to be developed. These facilities would enhance non-motorized mobility options and reduce automobile dependency. Similarly, an off-street parking plan for Old Town, a park-and-ride for City residents, and visitor parking to serve bicyclists who come to Black Diamond to ride on weekends are identified as desired elements of the Plan. (p. 7-50)*

***Policy T-8 Pedestrians, Bicycles, and Transit Policy:*** *Lessen dependence upon and the influence of the automobile by encouraging travel by other means. Provide for the safety of pedestrians and bicyclists. City actions will: 1. Develop*

*design standards for new roadways that incorporate features required by pedestrian, bicycle and transit facilities; 2. Promote transit by developing design standards that provide accessibility through bus pullouts, pedestrian access to bus stops and bus shelters; and, 3. Seek to complete its sidewalk system and pursue development of a network of off-road facilities for non-motorized travel. (p. 7-54 & 55)*

- Describe how the project is consistent with Destination 2030 (adopted May 2001). Refer to the PSRC website ([www.psrc.org](http://www.psrc.org)) for a list of Destination 2030 policies.

*The proposed project supports Destination 2030's Nonmotorized Transportation goals:*

*By the year 2030, biking and walking could account for as much as 20-percent of all trips in the region. Destination 2030 calls for creating a regionally integrated network of nonmotorized facilities linking bicycle and pedestrian infrastructure within urban places, and connecting these facilities to regional transit services.*

*Priority investments are those that complete the nonmotorized system by filling gaps in the existing network, creating connections to, and improved circulation within, urban centers and high capacity station areas, and developing intermodal connections.*

*Nonmotorized transportation investments include:*

- *Over 700 miles of new paths and bikeways by 2010, including over 180 miles of separated off-road bicycle/pedestrian paths and over 550 miles of on-road bicycle lanes.*

- *Over 500 additional miles of new paths and bikeways by 2030, including over 170 additional miles of off-road bicycle/pedestrian paths and over 370 miles of on-road bicycle lanes.*

## **SECTION G: AIR QUALITY**

**NOTE: While project sponsors are not requested to provide detailed quantitative analyses at this time, those projects that are selected for CMAQ funds will be asked to assist staff in quantifying the benefits of their projects prior to TIP submittal.**

**Describe how your project will reduce emissions. Include discussion of the population served by the project – who will benefit, where and over what time period.**

*The Roberts Drive Bicycle/Pedestrian Improvement project has the potential to reduce emissions by reducing vehicular trips and increasing nonmotorized and recreational commute choices.*

- Describe how your project will reduce VMT, either by eliminating or shortening vehicle trips;

*The Roberts Drive Bicycle/Pedestrian Improvement project reduces VMT by providing logical, barrier-free connections between existing neighborhoods, MPD's, commercial centers, and civic centers. These connections will give Black Diamond residents a viable choice of completing portions or the entirety of their trips by a nonmotorized means, such as walking or bicycling. The alignment connects key transit facilities; many King County Metro Transit buses, including those that connect Black Diamond with the rest of the Puget Sound, are equipped with bicycle racks, allowing people to completing their 'first' and/or 'last' legs of their journey by bicycling. This option is not as easy or as safe today, as barriers on Roberts Drive exist. Barriers include the narrow roadway, the curvaceous nature of the roadway (which limits sight distance) and the complete lack of bicycle/pedestrian infrastructure.*

*Transportation demand management mode-shift ranges place a nonmotorized facility with a high potential for attracting commuter traffic as having as much as a 5-percent reduction in average daily traffic along a facility. Although this full potential may not be realized immediately, as the MPD's are constructed, these ranges could be obtained, especially as additional connectivity opportunities come on-line. The pedestrian/bicycle improvements also improve public health by reducing particulate pollution and encouraging recreational aerobic activities.*

- Describe how your project will result in a mode shift from SOVs to transit, carpool or nonmotorized;

*By providing safe and direct nonmotorized connections, the project will provide a means for users to choose an alternative, non-motorized transportation method for short journeys between Black Diamond's centers. Some key reasons for mode-shift from vehicles to walking or bicycling include a significant perception in an increase in safety and convenience provided by this facility. The facility reduces the number of conflict points with motorized traffic, has a wide and smooth travel service, and connects to key residential and employment centers, as well as to transit. The proposed improvements will encourage new users of nonmotorized transportation methods where it is currently inconvenient or impossible.*

- Describe how your project will result in an increase in transit ridership, either through new transit service or greater accessibility to transit;

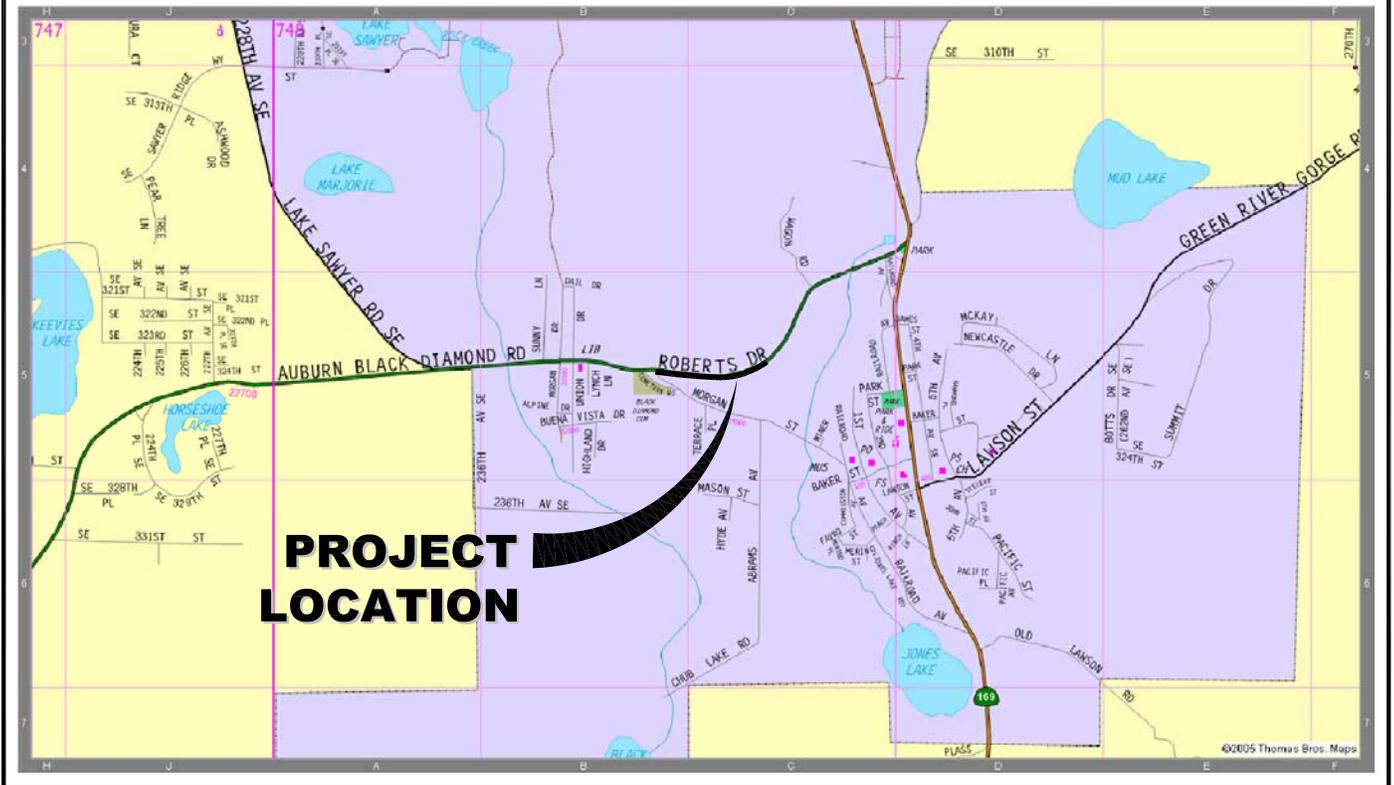
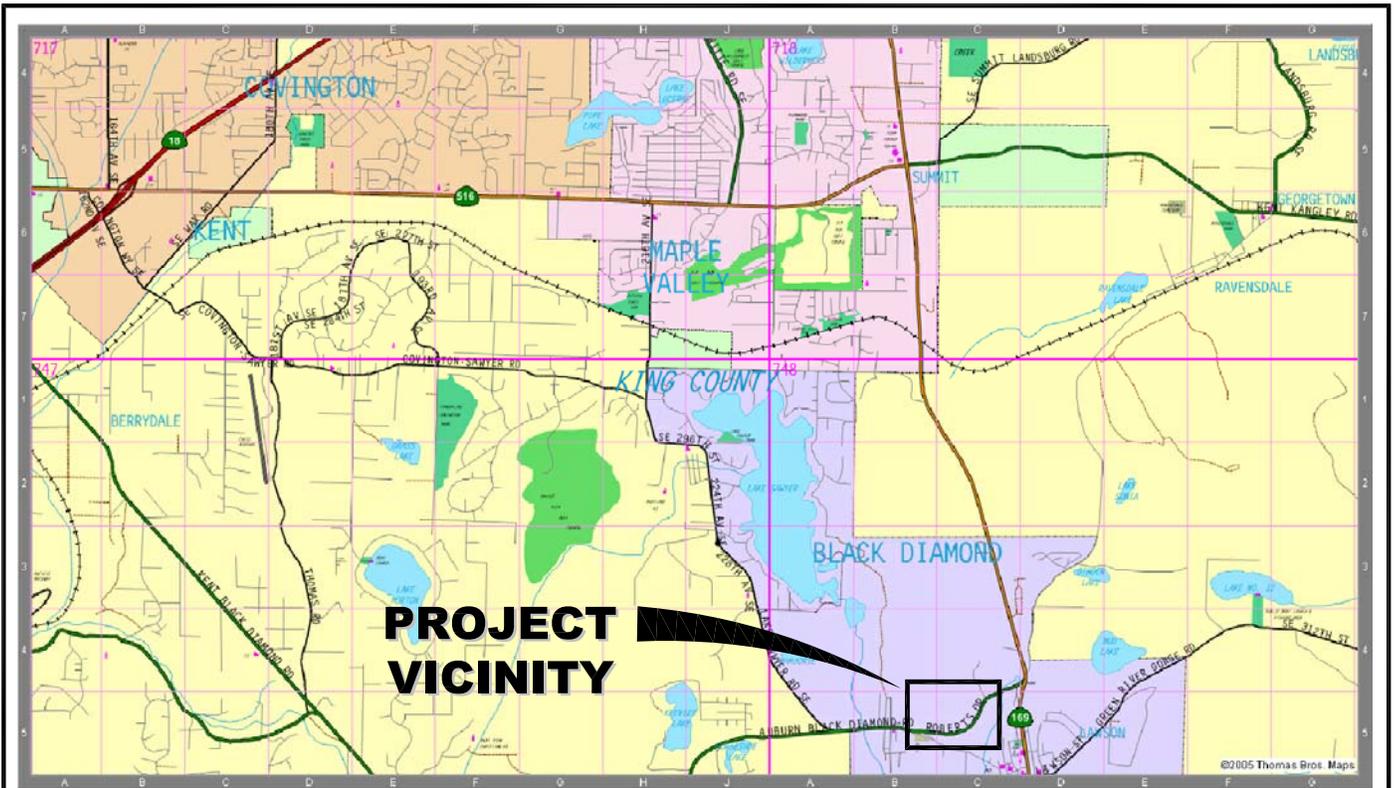
*King county Metro Transit locations on the project route include (library stop) and (Commercial Center Stop). Additional connections in the vicinity of the project area include (Regional Connection Stops on SR-169) and King County Metro Transit Routes 143, 149, and 912, connecting Black Diamond's centers with direct access to Maple Valley, Enumclaw, Renton, Lake Sawyer, Covington, and Seattle, in addition to other King County Metro and Sound Transit routes.*

- Describe how your project will improve the flow of traffic and reduce the amount of idling vehicles - how will this project relieve an existing problem;

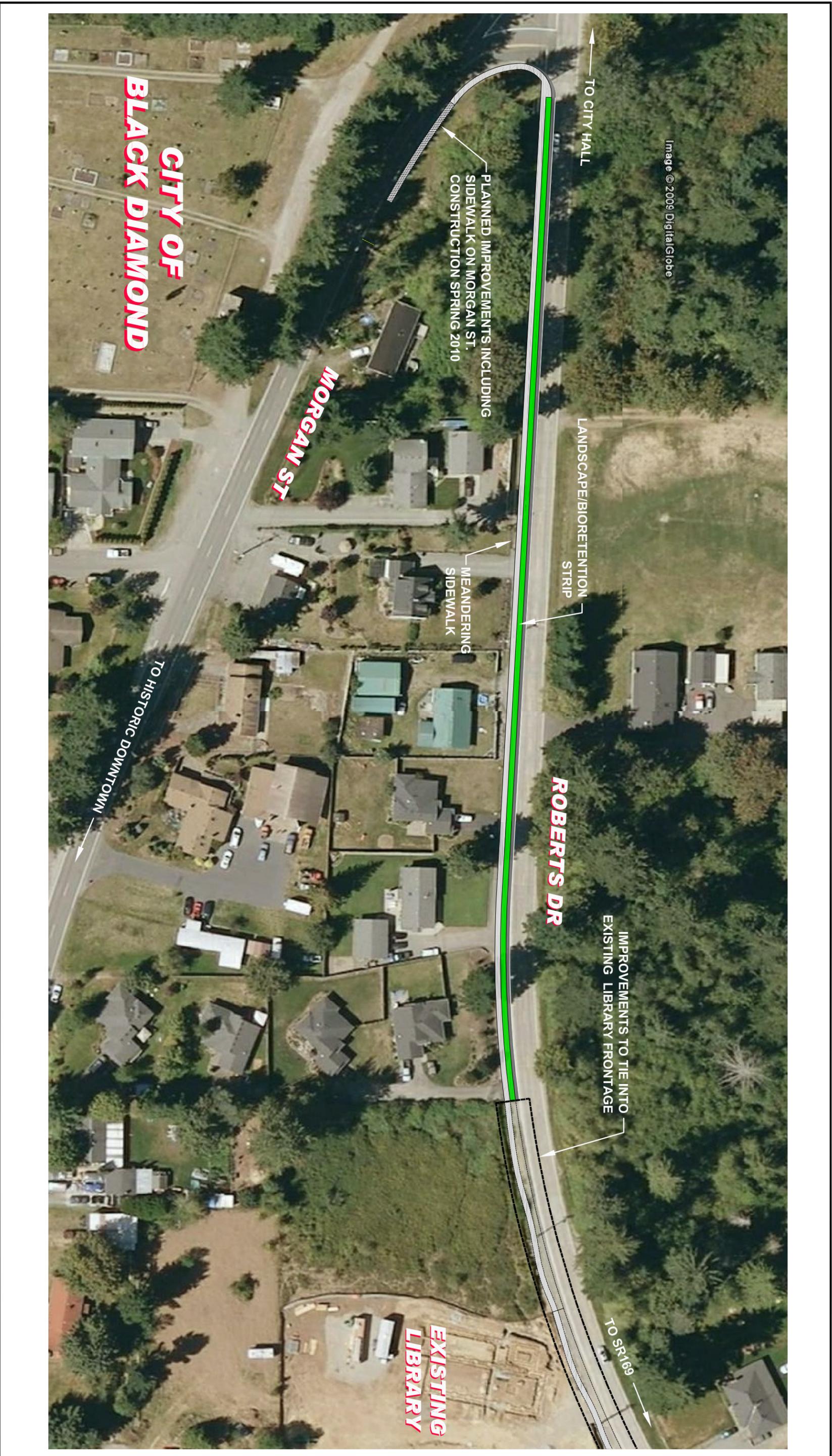
*By encouraging nonmotorized transportation options, the Roberts Drive Pedestrian/Bicycle Improvement Project will help reduce the amount of vehicles travelling on the existing roads. This reduction in vehicles, leads to a reduction and congestion, and ultimately improves how our roadways and signal operate as less demand is placed on already taxed systems. The existing problem is the ever increasing demand and the lack of space or monies to expand existing system. Nonmotorized improvements are one-tool in a tool box of many demand management strategies that can assist cities, regions, counties, and states to provide long-term efficient methods of providing equitable travel throughout their jurisdictions.*

- Describe how your project will reduce emissions through alternative fuels or vehicles.

*Bicycles and safe pedestrian transportation options are an alternative 'vehicle' choice to private, single occupancy vehicles. The cumulative effect of people traveling through the Puget Sound region by bicycle and walking can have significant impacts on the reductions of emissions in our region.*



**Figure 1  
VICINITY AND  
LOCATION MAP**



Parametrix DATE: May 15, 2009 FILE: SU034315-F2

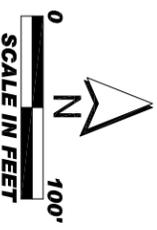


Figure 2  
ROBERTS DRIVE  
SIDEWALK IMPROVEMENTS