



CHAPTER 6. TRANSPORTATION ELEMENT

6.1 Introduction

6.1.1 PURPOSE AND INTENT

The Transportation Element guides the development of the City's transportation system to accommodate existing and future growth described in the Land Use Element. Significant residential and commercial development, along with associated population and employment, is anticipated by 2035 based on land use and zoning analysis. Planned transportation system improvements will support continued population growth, provide alternatives that enable system users to more easily travel via motorized and non-motorized routes, and contribute to Duvall's character as an attractive place for residents, businesses, and tourists.

The Transportation Element supports sustainable programs, projects, and services that address economic, social, and environmental needs in the context of transportation planning. It incorporates local, regional, and national transportation policies and focuses on interjurisdictional collaboration to support infrastructure connectivity for local and regional users.

The following Goals and Policies will guide the nature and development of Duvall's transportation system over the next twenty years. The Transportation Element Analysis following the goals and policies describes the existing transportation system, vehicular traffic forecast based on projected population and employment growth, anticipated level of service at key intersections, and funding strategies to support transportation improvement projects.

6.2 Goals and Policies

Goal T1: Transportation infrastructure enhances the quality of life in existing and new neighborhoods, is safe, and is functional for all users.

Policies

- T .1 Encourage well-designed, low-maintenance landscaping on road frontages and adjacent to public rights-of-way that is attractive to the traveling public.
- T .2 Encourage the development and integration of low-impact street designs.
- T .3 Encourage right-of-way improvements, expansions, and connections as warranted by increased population and traffic growth.
- T .4 Provide adequate parking, including for compact cars and motorcycles, to support business and population needs.
- T .5 Encourage shared parking and general parking areas for private developments to locate at the back or side of existing or proposed structures.

- T .6 Encourage shared parking and general parking areas for private developments to locate at the back or side of existing or proposed structures.
- T .7 Continue to provide public parking for McCormick Park and Snoqualmie Valley Trail jointly with the police facility at Stephens Street and Railroad Avenue.
- T .8 Support a public parking facility for the Snoqualmie Valley Trail in the vicinity of Main Street and NE 143rd Place.
- T .9 Ensure pedestrian walkways are established and maintained through parking facilities and between developments.
- T .10 Require pedestrian amenities for new public and private development and include passive recreation components such as resting spots or “eddies.”
- T .11 Expand Americans with Disabilities Act (ADA) improvements throughout Duvall’s transportation system.
- T .12 Revise the roadway classification system as needed to ensure that transportation system improvements are compatible with adjacent land uses and minimize potential conflicts. Street classifications should reflect the desired function of the street.
- T .13 Support trail interconnectivity throughout the City to schools, parks and community facilities.
- T .14 Incorporate options for non-motorized transportation into the City’s transportation system and use wayfinding signs to direct residents and visitors to desirable destinations within the City.
- T .15 Update and implement Duvall’s pedestrian corridor system design guidelines.
- T .16 Ensure development provides infrastructure for pedestrians and cyclists, and linkages to the surrounding community. Specifically, promote increased non-motorized connections for east-west corridors within the city.
- T .17 Promote Low Impact Development (LID) approaches where appropriate and alternative road standards including possible road width reductions to promote non-motorized transportation and healthy communities.
- T .18 Promote wayfinding, shared use of facilities, and safety through signage and public education materials.
- T .19 Support and encourage shared parking facilities as part of development or redevelopment of parks, trails, and open space.
- T .20 Establish connectivity standards for thoroughfares and non-motorized routes to ensure development is interconnected to adjacent properties and

thoroughfares, and to reduce fragmentation in the transportation network as the City builds out.

- T .21 Discourage installation of new cul-de-sac except when topographical or circulation constraints warrant their use.
- T .22 Design streetscapes on main thoroughfares to accommodate multi-modal transportation options such as motor vehicles (including buses), bicycles, and pedestrians.
- T .23 Install bicycle racks at new commercial developments, industrial developments, and city parks (whether new or established) to accommodate bicycle use.
- T .24 Design street lighting to take into consideration the needs of motorists, cyclists, and pedestrians while limiting excessive glare to adjacent residential uses.
- T .25 Integrate traffic safety design techniques into the street design to assist in safeguarding pedestrians, and cyclists, particularly near schools, playgrounds, and at crosswalks.
- T .26 Include stalls specifically designed for compact cars and motorcycles within both public and private parking lots.
- T .27 Provide pedestrian access between new residential development and adjacent schools, parks, playgrounds, or commercial areas if such access is not conveniently provided by sidewalks (whether existing or proposed) in the right-of-way outside of the development.

Goal T2: Interagency coordination supports ongoing improvements to the transportation system.

Policies

- T2.1 Coordinate with King and Snohomish counties, Monroe and Carnation, WSDOT, and PSRC to encourage state and federal funding of the Rural Town Centers and Corridors Program and to plan and fund projects on SR-203.
- T2.2 Collaborate with the Washington Traffic Safety Commission and WSDOT to make safety improvements to SR-203.
- T2.3 Encourage the state to designate SR-203 a Highway Safety Corridor from Monroe to Fall City.
- T2.4 Use grants, local taxes and funds, impact fees, and other funding sources to implement capital projects as identified in the City's CIP and TIP.
- T2.5 Coordinate with WSDOT to implement the Access Management Guidelines to protect the functional and economic viability of Main Street.

- T2.6 Coordinate with WSDOT and King County DOT to improve pedestrian and bicycle safety on State and County roads.
- T2.7 Encourage the Riverview School District to create and maintain a “Safe Routes to School Program.”
- T2.8 Encourage King and Snohomish counties to implement Snoqualmie Valley Trail improvements consistent with the “SR-203 Pilot Study: Corridor Concept Plan” (PSRC, 2004).
- T2.9 Solicit action by WSDOT and King County DOT to plan and construct improvements to State and County arterial systems that are needed to connect Duvall to regional employment and commercial districts.
- T2.10 Work with King County DOT to determine future configuration and relocation of the Woodinville-Duvall Bridge.
- T2.11 Encourage King County DOT and WSDOT to improve capacity and safety for Duvall commuters outside of City limits.

Goal T3: Main Street is the heart of Duvall and an attractive destination for citizens, tourists and businesses.

Policies

- T3.1 Preserve and enhance the visual character of the corridor to support Main Street’s economic vitality.
- T3.2 Enhance the flow of traffic without increasing vehicular speeds or compromising the pedestrian and bicycling environment by making necessary improvements to the transportation system.
- T3.3 Minimize the use of traffic signals, where feasible, by employing alternative traffic control methods such as traffic circles and roundabouts.
- T3.4 Encourage appropriately scaled and designed parking to support business and recreational uses.
- T3.5 Support non-motorized activity by creating ample, safe, interconnected pedestrian and bicycle corridors.
- T3.6 Collaborate with WSDOT, King County DOT, and Snohomish County to identify a truck bypass route for Main Street to minimize truck traffic through the City.
- T3.7 Encourage transportation safety through implementation of appropriate traffic calming measures, improving and maintaining visibility at intersections, and ensuring adequate illumination.
- T3.8 Establish distinctive gateways at entrances through incorporation of over-the- road gateway signs, landscaped medians and planter strips, art, or other entry features.

- T3.9 Enhance the streetscape with special features such as distinctive street lighting (capable of holding seasonal street banners and flower baskets), street trees, street furniture, art, embedded street names in the sidewalk at intersections, unique crosswalk designs, landscaped medians, water features, and other elements.
- T3.10 Develop, maintain, and expand a signage and wayfinding program that directs vehicles and pedestrians to parking areas, public facilities, and attractions in Old Town.
- T3.11 Encourage and educate Old Town businesses to preserve on-street parking spaces for business patrons and encourage employees to park off-street.
- T3.12 Allow for more short-term parking in Old Town to support businesses by restricting commuter parking and encouraging use by business patrons.
- T3.13 Identify opportunities to provide public off-street parking lots within Old Town and establish new parking as resources permit.

Goal T4: Duvall provides multimodal opportunities that reduce reliance on driving alone and support healthy lifestyles.

Policies

- T4.1 Develop transportation facilities that support transit, carpooling, and non-motorized transportation modes to reduce the use of single occupancy vehicles and associated impacts to air and water quality.
- T4.2 Coordinate with King County Metro to improve transit service within the Duvall area, particularly between Duvall and major commercial and employment districts within the Puget Sound region and in the surrounding Snoqualmie Valley region.
- T4.3 Coordinate with King County Metro to expand transit service to the south end of Duvall and to the upper residential neighborhoods when there is a demand for service.
- T4.4 Coordinate with KC Metro and Community Transit to improve transit to and from Snohomish County.
- T4.5 Encourage high-density residential development within walking distance of Duvall's business districts and the Community Car Park.
- T4.6 Support improvements for non-motorized access to transit facilities in Old Town to encourage transit ridership.
- T4.7 Provide bus shelters and other enhancements at higher volume bus stops to provide for rider comfort and safety.
- T4.8 Enhance transit service commensurate with population growth and increased activity in Duvall.

- T4.9 Increase use of the Duvall Community Car Park as a park-and-ride facility by increasing public awareness of it and working with King County Metro to improve bus and pedestrian access to it.
- T4.10 Implement multi-modal improvements stipulated in the Transportation Improvement Projects and Programs and as prioritized in the Six-Year TIP.

Goal T5: Reduced dependency on single-occupancy vehicles and increased use of high-occupancy vehicles.

Policies

- T5.1 Develop and implement Transportation Demand Management (TDM) strategies to increase use of high-occupancy vehicles and support the efficient use of transportation facilities.
- T5.2 Participate in the education and promotion of City and regional non-motorized transportation and public transit facilities and services.
- T5.3 Implement a Commute Trip Reduction (CTR) ordinance at such time when an employer or commercial development has 100 or more employees working a shift.
- T5.4 Develop transportation plans and programs that consider the impact to air and water quality and support County, regional, and state air quality goals and requirements. Educate residents about air quality impacts, alternative modes of transportation and alternative fuels.

Goal T6: Transportation facilities are upgraded concurrent with new development to ensure the viability of the City’s transportation system and to discourage urban sprawl.

Policies

- T6.1 Implement adopted Level of Service (LOS) standards for all major thoroughfares in the City and consider establishing and implementing LOS standards for all non-motorized routes within the City. LOS standards may be re-evaluated and adjusted as needed.
- T6.2 Implement a concurrency management system to assess the expected transportation impact of proposed development on the available capacity of the arterial system.
- T6.3 Allow new development only when transportation facilities are adequate at the time of development, or unless a financial commitment is in place to complete the necessary improvements or strategies that will accommodate the impacts within six years.
- T6.4 The City will not apply concurrency to the Main Street Corridor or intersections along Main Street.

- T6.5 Implement a reassessment strategy that alters land use or transportation assumptions or delays projects if funding levels cannot be met to implement the improvements.
- T6.6 Require new developments to plan for, design, and construct local streets that facilitate access, circulation, and emergency vehicle response.
- T6.7 Establish development review guidelines that implement the City's transportation policies, including LOS standards, concurrency, and mitigation requirements.
- T6.8 Establish requirements for Traffic Impact Analysis that will be required by all new developments above a specified threshold.
- T6.9 Regularly update the Transportation Plan to align with regional target allocations for housing and employment growth.

6.3 Transportation Element Analysis

This section describes the regulatory setting, existing transportation system, vehicular traffic forecast based on projected population and employment growth, anticipated level of service at key intersections, and funding strategies to support transportation improvement projects. Additional detail about the transportation system and Duvall's management of the system is provided in the Transportation Plan.

6.3.1 GENERAL OVERVIEW

The City of Duvall supports efficient, comprehensive, and cost-effective transportation systems that serve all aspects of the community including motorized, non-motorized, and transit users. The City strategically plans and funds system improvements that promote high quality of service for residents and visitors alike. The Transportation Element is largely based on the 2009 City of Duvall Transportation Plan Update (City of Duvall, 2010) and includes the following:

1. Regulatory Setting
2. Transportation System
3. Transportation Improvement Plan
4. Healthy Communities
5. Transportation Demand Management
6. Transportation Finance Plan
7. Intergovernmental Coordination
8. Transportation Planning References

6.3.2 REGULATORY SETTING

The Transportation Element is based on State, Regional, and County legislation, as described below.

6.3.2.1 Growth Management Act

Under the Growth Management Act (GMA) (RCW 36.70A.070), the Transportation Element is required to assess the needs of a community and determine how to provide appropriate transportation facilities for current and future residents. The element must contain:

- Inventory of existing facilities;
- Assessment of future facility needs to meet current and future demands;
- Multi-year plan for financing proposed transportation improvements;
- Forecasts of traffic for at least 10 years based on adopted land use plan;
- Level of Service (LOS) standards for arterials and public transportation, including actions to bring deficient facilities into compliance;
- Transportation Demand Management (TDM) strategies;
- Identification of intergovernmental coordination efforts.

After adoption of the comprehensive plan, jurisdictions must prohibit development that causes the level of service on a locally owned transportation facility to decline below the standards adopted in the transportation element, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development.

6.3.2.2 Puget Sound Regional Council VISION 2040

VISION 2040 was adopted as the central Puget Sound region's long-range strategy for growth management, the environment, economic development, and transportation (PSRC, 2010). While VISION 2040 builds on previous regional plans, including the VISION 2020 (adopted in 1995) and Destination 2030 (PSRC, 2007) updates, it also introduces new provisions to guide and coordinate regional and local planning in King, Kitsap, Pierce, and Snohomish counties. Successful implementation of VISION 2040 relies on successful implementation of local comprehensive plans.

In order to address VISION 2040, updated countywide planning policies needed to be complete by December 2010 with the GMA review and update of local comprehensive plans in 2013. The City of Duvall addressed the majority of the VISION 2040 requirements as part of the 2009 Transportation Element Update (City of Duvall, 2010). Any remaining VISION 2040 deficiencies will be addressed as part of the 2016 Transportation Plan and Transportation Element update in 2016-2017.

6.3.2.3 Concurrency

The City addresses concurrency as part of the City of Duvall development review process to maintain adopted levels of service. On-site frontage improvements, as well as off-site improvements if needed to mitigate impacts, are required at the time development occurs for motorized and non-motorized, pedestrian, and other multimodal transportation options. The City's concurrency program also considers local centers and subareas to encourage development that can be supported by transit. The City does not apply vehicle capacity or intersection concurrency requirements to SR-203 because the City does not have the authority to alter the level of service on a state highway, make

final decisions concerning improvements to the highway, or have the ability to raise necessary funding for improvements.

6.3.2.4 Countywide Planning Policies

The King County Countywide Planning Policies (CWPPs) require that local jurisdictions develop a balanced Transportation Element that is consistent with VISION 2040 and proposed regional mobility (i.e. autos, transit, bicycle, pedestrian, air, and so forth). The CWPPs promote high capacity transit, non-motorized transportation, high-occupancy vehicle travel, mode-split goals, preservation and maintenance of existing transportation facilities, and development of financing strategies to meet future needs.

6.3.2.5 Clean Air Conformity Act

The Transportation Element is also subject to the Washington State Clean Air Conformity Act that implements the directives of the Federal Clean Air Act. Because air quality is a region-wide issue, the City of Duvall's Comprehensive Plan must support the efforts of state, regional, and local agencies as guided by WAC 173-420-080.

6.3.2.6 Healthy Communities

Recognizing the growing need for physical activity among citizens, the Washington State Legislature amended the GMA in 2005 with the Healthy Communities Amendment, ESSB 5186 (Washington State DOC, 2015). Comprehensive plans are directed to address the promotion of Healthy Communities through urban planning and transportation approaches. The two amendments to the GMA require that communities:

- Consider urban planning approaches that promote physical activity in the Land Use Element of a comprehensive plan;
- Include a bicycle and pedestrian component in the Transportation Element of a comprehensive plan.

6.3.3 TRANSPORTATION SYSTEM

6.3.3.1 Street System

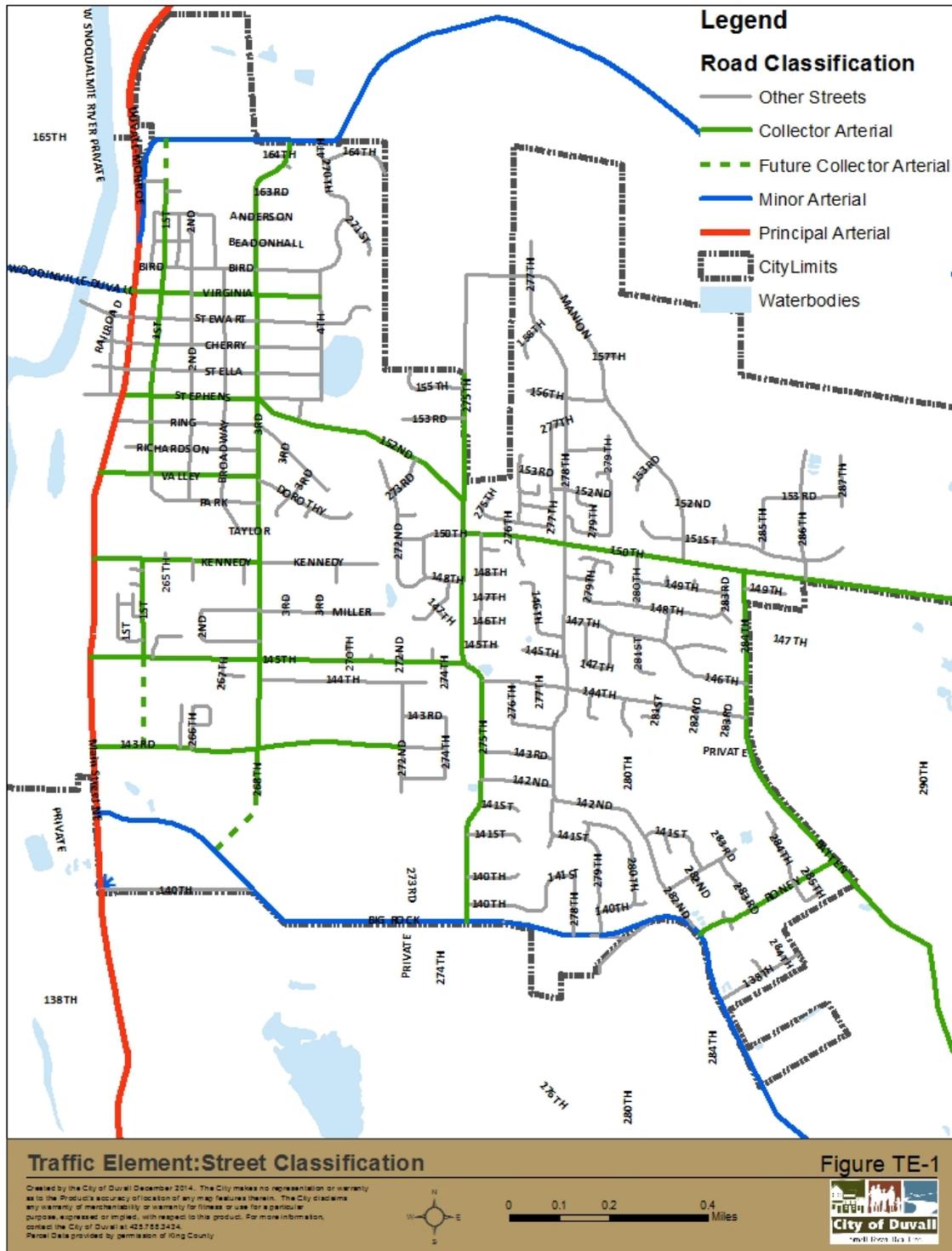
The Street system is more than simply traffic conveyance: streets are the framework for development and act as the interface between public facilities and residential and commercial use. The quality of life for vehicle users, pedestrians, bicyclist, and transit riders is directly impacted by the quality of the street system. In addition, frontage features such as landscaping, parking, illumination, public art, street furniture, the relationship of buildings to the street, and other attributes greatly influence and enhance the overall livability of the city.

Streets will require strategic design, construction, maintenance, safety, and efficiency improvements to serve the City. In addition, street design must be compatible with adjacent land uses (as described in the Land Use Element), utilities and stormwater best management practices (as summarized in the Capital Facilities Element), and good environmental practices (as described in the Environment and Sustainability Element).

State Route 203, also known as Main Street NE, is a Principal Arterial that is managed by the Washington State Department of Transportation (WSDOT) and conveys the

majority of all traffic entering and exiting Duvall. Minor Arterials including NE Big Rock Road and NE Cherry Valley Road convey traffic east into unincorporated King County, while west-bound traffic across the Snoqualmie River Valley is limited to NE Woodinville-Duvall Road or NE 124th Street. A network of Collector Arterials provides major internal connections to these roadways while Subcollector and Subaccess streets provide neighborhood access and circulation. The City of Duvall roadway system is depicted on Figure T-1.

Figure T-1. City of Duvall Street Classifications



6.3.3.2 Traffic and Level of Service Forecasts

Level of service and traffic forecasts were developed using a travel demand forecasting model using existing data and forecast land use growth to estimate future traffic demands as summarized in “2015 Capacity and Transportation Analysis Study/EIS Alternatives” (City of Duvall, 2016). The City used a rigorous process to calibrate the forecast model based on 2015 traffic counts and mapped existing parcel-based land use . Forecast growth estimates were based on developer-submitted “pipeline” (in-progress) projects and anticipated growth based on the zoning of parcels without developer-submitted plans.

Forecast travel conditions estimate where future bottlenecks may occur based on future travel demand. Travel demand is based on anticipated changes to land use and the types of trips generated, based on the population and employment allocations. The aggregation of those trips on City roadways provides planners with a future snapshot of the transportation system as a whole. The future baseline transportation system is evaluated under forecast travel conditions and includes committed transportation system projects – those currently under construction or fully funded. This network serves as a base for developing the intersection and roadway projects.

Traffic volumes in urban areas are typically highest during the weekday PM peak hour. This reflects the combination of commuter work trips, shopping trips, and other day-to-day activities which result in travel between 4:00 and 6:00 p.m., Monday through Friday. Therefore, the weekday PM peak hour is typically used for evaluating transportation system needs. 2015 PM Peak hour trips, along with future growth 2035 PM Peak Hour trips, are presented in Table T-1.

Table T-1. Vehicle Traffic Forecast

Land Use Type	2015 PM Peak Hour Trips ¹	2035 Anticipated PM Peak Hour Trips ²
Single Family Residential	2,268	3,107
Multi-Family Residential ³	350	695
Commercial	2,990	9,235
Total	5,608	13,038

¹ Based on Land Use data presented in the memorandum titled “2015 Capacity and Transportation Analysis Study/EIS Alternatives” (City of Duvall, 2016). Includes trips generated within the entire study area (City Limits and UGA/UGAR areas).

² Value identifies the anticipated number of new housing units that could be accommodated within city limits consistent with the City’s Future Land Use Map (see Land Use Element) and Zoning Map along with the North UGA, two parcels in the UGA-Reserve South, and the Southwest UGA should they be annexed (City of Duvall, 2015).

³ Multi-Family is defined as attached fee-simple residential units, attached condominiums or apartments, and manufactured homes within manufactured home communities for the purpose of traffic modeling.

The term “level of service” is used to describe the performance of a transportation facility. Level of service, or LOS, is a qualitative measure used to describe operational conditions and the perception of these conditions by drivers and passengers. LOS are given letter designations from A to F, and are assigned based on operating conditions; LOS A represents the best operating conditions and LOS F represents the worst. Motorist and passenger perceptions are influenced by travel conditions such as speed, time, freedom to maneuver, traffic interruptions and delays, comfort, and convenience.

The City adopted LOS standards for all intersections and evaluates service levels at weekday PM peak hours, which represent the worst traffic conditions. The City’s standard for intersections with a functional classification of principal, minor, or collector arterial is LOS C. The standard for intersections along SR-203 is LOS D. The LOS standard for SR-203 is only established as a guideline for WSDOT to evaluate capacity deficiencies.

6.3.4 TRANSPORTATION IMPROVEMENT PROGRAM

A 20-year Transportation Improvement Program (TIP) was developed as part of the City of Duvall’s Transportation Plan (City of Duvall, 2010). The 20-year TIP includes planned major system-wide transportation upgrades to accommodate and mitigate forecasted growth. The City of Duvall annually adopts a Six-Year TIP that documents near-term planned improvements (City of Duvall, 2015). The City’s Six-Year TIP projects are selected from the 20-year TIP based on anticipated private development and planned public Capital Improvement Projects. Historically, the City of Duvall completed annual revisions and updates to the Capital Facility Element to document the updated Six-Year TIP list. Future updates to the TIP list will be completed by resolution and adopted by reference, and as amended, in the Transportation Element.

Project types within the TIP generally include intersection improvements, new roadways and major widening projects, minor widening and reconstruction projects, non-motorized improvements, and citywide programs. These projects may be constructed in association with new development or by the City as part of the CIP.

6.3.5 HEALTHY COMMUNITIES

The Transportation Plan promotes Healthy Communities and supports aspects related to pedestrian and bicycle connectivity. Key Healthy Communities concepts incorporated in the Transportation Plan include:

- Plan for all users;
- Plan complete streets for all users;
- Require connectivity;
- Create a safe pedestrian network;
- Consider multimodal concurrency;
- Identify and develop safe routes to school;
- Use parking management strategies to enhance bicycling and walking;
- Provide facilities to support bicyclists and pedestrians;

- Provide encouragement, education, and law enforcement to support bicyclists and pedestrians.

This Transportation Plan plans for bicycles, pedestrians, and public transit in order to support a physically active population. Street system design including connectivity, traffic calming, parking, and a grid system provide multiple options for non-motorized modes of transport. Such design is included in this element and is supported by the Duvall Municipal Code and construction standards. The amount of parking available affects the decision to walk, bicycle, or drive and is considered for both private development and development of public rights-of-way. Other facilities such as bicycle racks, public art, educational signage (interpretive and wayfinding), and resting or plaza stops with benches or other amenities also support Healthy Communities. Education regarding pedestrian and bicycle safety and enforcement of traffic laws for bicycles, pedestrians, and drivers is also stressed within this element to support Healthy Communities.

6.3.6 TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) consists of strategies that seek to maximize the efficiency of the transportation system by reducing the number, length and need of private automobile trips. Typically, TDM measures include provision of park and ride lots, improvements to pedestrian and bicycle facilities, and promotion of ridesharing activities. Examples of recent City of Duvall TDM projects include sidewalk and bicycle lane construction on Main Street NE and the Duvall Community Car Park located on the northeast corner of the intersection of Woodinville-Duvall Road and Main Street.

Within the State of Washington, alternative transportation solutions are necessitated by the objective of the Commute Trip Reduction (CTR) Law, which applies to employers with 100 or more employees. The purpose of CTR is to help maintain air quality in metropolitan areas by reducing congestion and air pollution. Currently, the City does not have any employer with 100 or more employees working during a shift between 6am and 9am. When such an employer does exist, the City could develop a Commute Trip Reduction Ordinance consistent with the Commute Trip Reduction Act. The ordinance should include TDM actions for employers, such as carpool matching, transit pass subsidies, and bicycle parking to discourage employees from commuting alone.

Duvall is a growing community in a rural area. TDM strategies are typically most effective in denser and larger urban areas. However, strategies coordinated with King County, WSDOT, and PSRC can provide alternatives for residents and employees in Duvall. Potential TDM strategies the City could promote through policy or investment include, but are not limited to:

- Transit-oriented and pedestrian-friendly street design, including sidewalks and bicycle lanes;
- Transportation coordinators for large employers;
- Telecommuting;
- Flexible/alternative work schedules;
- Additional park & ride facilities;
- King County Metro Alternative Services (King County Metro, 2015);

- Ridesharing/carpooling.

6.3.7 TRANSPORTATION FINANCE PLAN

The GMA requires the Transportation Plan of the Comprehensive Plan to include a multi-year financing plan based on the identified improvement needs in the transportation systems plan. Planning level cost estimates were prepared for each project and program within the 20-year TIP as part of the 2009 City of Duvall Transportation Plan Update (City of Duvall, 2010). Analysis of the City's capability to fund the projects was also conducted. This included review of existing and projected revenues and potential grants or other agency funding. In addition, the Plan provides a strategy for adjusting the funding program over time if identified revenues fall short of expectations. Implementation strategies are discussed and include items such as coordination with WSDOT and King County to prioritize and fund regional improvements. Other strategies include strengthening the transportation concurrency and impact fee programs to ensure development helps fund transportation improvements necessary to support new growth. The implementation plan sets up the framework for the City to prioritize and fund the improvements identified in the transportations systems plan.

6.3.8 INTERGOVERNMENTAL COORDINATION

Intergovernmental coordination efforts include both direct and indirect interaction between the City of Duvall and local, regional, and state government. A significant amount of traffic within the City is generated outside Duvall's city limits. SR-203, NE Big Rock Road, NE Cherry Valley Road, and NE Woodinville-Duvall Road all channel local and regional traffic through the City. In addition, non-motorized trips generated both inside and outside of the City utilize the Snoqualmie Valley Trail (SVT), the Tolt Pipeline Corridor Trail, and many City paths, trails, and roadways.

Effectively accommodating both internal and external traffic relies heavily on intergovernmental coordination and cooperation. Continued direct coordination (such as the 2015 WDSOT/City of Duvall Coe Clemons Creek Project), and indirect coordination (such as State funding and coordination with the Riverview School District for the 2012 and 2014 Cherry Valley Road Sidewalk projects), is vital to local and regional transportation improvements.

6.4 References

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- City of Duvall. 2015. *Resolution 15-13, A Resolution of the City Council of the City of Duvall, Washington, Approving the 2016-2021 Six-year Transportation Improvement Plan*. Available: <http://www.duvallwa.gov/DocumentCenter/Home/View/2474>.
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