



# 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.



Photo T-1. On-street parking in Old Town

### Policies

- T 1.1 Encourage well-designed, low-maintenance landscaping on road frontages and adjacent to public rights-of-way that is attractive to the traveling public.
- T 1.2 Encourage the development and integration of low-impact street designs.
- T 1.3 Encourage right-of-way improvements, expansions, and connections as warranted by increased population and traffic growth.
- T 1.4 Provide adequate parking, including for compact cars and motorcycles, to support business and population needs.
- T 1.5 Encourage shared parking and general parking areas for private developments to locate at the back or side of existing or proposed structures.
- T 1.6 Encourage shared parking and general parking areas for private developments to locate at the back or side of existing or proposed structures.
- T 1.7 Continue to provide public parking for McCormick Park and Snoqualmie Valley Trail jointly with the police facility at Stephens Street and Railroad Avenue.
- T 1.8 Support a public parking facility for the Snoqualmie Valley Trail in the vicinity of Main Street and NE 143<sup>rd</sup> Place.
- T 1.9 Ensure pedestrian walkways are established and maintained through parking facilities and between developments.
- T 1.10 Require pedestrian amenities for new public and private development and include passive recreation components such as resting spots or “eddies.”
- T 1.11 Expand Americans with Disabilities Act (ADA) improvements throughout Duvall’s transportation system.
- T 1.12 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 1.13 Support trail interconnectivity throughout the City to schools, parks and community facilities.
- T 1.14 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 1.15 Update and implement Duvall’s pedestrian corridor system design guidelines.
- T 1.16 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 1.17 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 1.18 Promote wayfinding, shared use of facilities, and safety through signage and public education materials.
- T 1.19 Support and encourage shared parking facilities as part of development or redevelopment of parks, trails, and open space.
- T 1.20 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 1.21 Discourage installation of new cul-de-sac except when topographical or circulation constraints warrant their use.
- T 1.22 Design streetscapes on main thoroughfares to accommodate multi-modal transportation options such as motor vehicles (including buses), bicycles, and pedestrians.
- T 1.23 Install bicycle racks at new commercial developments, industrial developments, and city parks (whether new or established) to accommodate bicycle use.
- T 1.24 Design street lighting to take into consideration the needs of motorists, cyclists, and pedestrians while limiting excessive glare to adjacent residential uses.
- T 1.25 Integrate traffic safety design techniques into the street design to assist in safeguarding pedestrians, and cyclists, particularly near schools, playgrounds, and at crosswalks.
- T 1.26 Include stalls specifically designed for compact cars and motorcycles within both public and private parking lots.
- T 1.27 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.



Photo T-2. King County Metro bus  
Source: Leo Koszewski, www.busdrawings.com

### Policies

- T 2.1 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.
- T 2.2 Collaborate with the Washington Traffic Safety Commission and WSDOT to make safety improvements to SR-203.
- T 2.3 Encourage the state to designate SR-203 a Highway Safety Corridor from Monroe to Fall City.
- T 2.4 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.
- T 2.5 Coordinate with WSDOT to implement the Access Management Guidelines to protect the functional and economic viability of Main Street.
- T 2.6 Coordinate with WSDOT and King County DOT to improve pedestrian and bicycle safety on State and County roads.
- T 2.7 Encourage the Riverview School District to create and maintain a “Safe Routes to School Program.”
- T 2.8 Encourage King and Snohomish counties to implement Snoqualmie Valley Trail improvements consistent with the “SR-203 Pilot Study: Corridor Concept Plan” (PSRC, 2004).
- T 2.9 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.
- T 2.10 Work with King County DOT to determine future configuration and relocation of the Woodinville-Duvall Bridge.
- T 2.11 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.



Photo T-3. Bicycle lane through neighborhood

### Policies

- T 3.1 Preserve and enhance the visual character of the corridor to support Main Street’s economic vitality.
- T 3.2 Enhance the flow of traffic without increasing vehicular speeds or compromising the pedestrian and bicycling environment by making necessary improvements to the transportation system.
- T 3.3 Minimize the use of traffic signals, where feasible, by employing alternative traffic control methods such as traffic circles and roundabouts.
- T 3.4 Encourage appropriately scaled and designed parking to support business and recreational uses.
- T 3.5 Support non-motorized activity by creating ample, safe, interconnected pedestrian and bicycle corridors.
- T 3.6 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.
- T 3.7 Encourage transportation safety through implementation of appropriate traffic calming measures, improving and maintaining visibility at intersections, and ensuring adequate illumination.
- T 3.8 Establish distinctive gateways at entrances through incorporation of over-the-road gateway signs, landscaped medians and planter strips, art, or other entry features.
- T 3.9 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.
- T 3.10 Develop, maintain, and expand a signage and wayfinding program that directs vehicles and pedestrians to parking areas, public facilities, and attractions in Old Town.
- T 3.11 Encourage and educate Old Town businesses to preserve on-street parking spaces for business patrons and encourage employees to park off-street.
- T 3.12 Allow for more short-term parking in Old Town to support businesses by restricting commuter parking and encouraging use by business patrons.
- T 3.13 Identify opportunities to provide public off-street parking lots within Old Town and establish new parking as resources permit.

# Goals and Policies cont.

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

### Policies

- T 4.1 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.
- T 4.2 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.
- T 4.3 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.
- T 4.4 Coordinate with KC Metro and Community Transit to improve transit to and from Snohomish County.
- T 4.5 Encourage high-density residential development within walking distance of Duvall's business districts and the Community Car Park.
- T 4.6 Support improvements for non-motorized access to transit facilities in Old Town to encourage transit ridership.
- T 4.7 Provide bus shelters and other enhancements at higher volume bus stops to provide for rider comfort and safety.
- T 4.8 Enhance transit service commensurate with population growth and increased activity in Duvall.
- T 4.9 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.
- T 4.10 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

- T 5.1 Develop and implement Transportation Demand Management (TDM) strategies to increase use of high-occupancy vehicles and support the efficient use of transportation facilities.
- T 5.2 Participate in the education and promotion of City and regional non-motorized transportation and public transit facilities and services.
- T 5.3 Implement a Commute Trip Reduction (CTR) ordinance at such time when an employer or commercial development has 100 or more employees working a shift.
- T 5.4 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.



Photo ES-1. Duvall Days Parade



Photo ES-2. Play structure at Judd Park



Photo ES-5. Chinook Salmon

## 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

- T 6.1 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.
- T 6.2 Implement a concurrency management system to assess the expected transportation impact of proposed development on the available capacity of the arterial system.
- T 6.3 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.
- T 6.4 The City will not apply concurrency to the Main Street Corridor or intersections along Main Street.
- T 6.5 Implement a reassessment strategy that alters land use or transportation assumptions or delays projects if funding levels cannot be met to implement the improvements.
- T 6.6 Require new developments to plan for, design, and construct local streets that facilitate access, circulation, and emergency vehicle response.
- T 6.7 Establish development review guidelines that implement the City's transportation policies, including LOS standards, concurrency, and mitigation requirements.
- T 6.8 Establish requirements for Traffic Impact Analysis that will be required by all new developments above a specified threshold.
- T 6.9 Regularly update the Transportation Plan to align with regional target allocations for housing and employment growth.



Photo ES-3. Booth at Duvall Farmers Market  
Source: Duvall Farmers Market, 2015

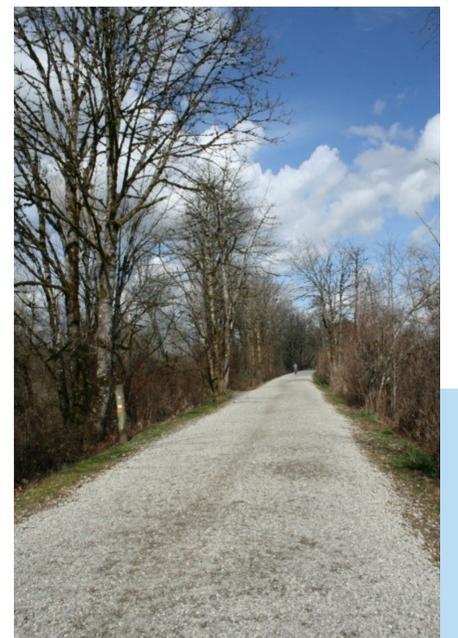


Photo ES-4. Snoqualmie Valley Trail