

PROJECT MEMO



TO:	Lara Thomas	DATE:	March 22, 2024
FROM:	Nicole Stickney Seattle - (206) 267-2425	PROJECT NO.:	2230425.30
		PROJECT NAME:	Duvall 2024 Comprehensive Plan Update
SUBJECT:	March 20, 2024 – Steering Committee Meeting #2 Summary		

Summary

AHBL continues to support the City of Duvall's Comprehensive Plan Update process. On Wednesday, March 20, 2024 we facilitated the second meeting of the city's steering committee for the project, which was held via Zoom. Nicole Stickney and Allison Conley attended for AHBL. The meeting included a presentation by Transpo Group, represented by Jessica Lambert and Patrick Lynch. City Engineer Larissa Grundell was also in attendance, as well as most members of the steering committee, City Council member Carol Kufeldt (liaison) Planning Commission member Will Chappell (liaison). The meeting was recorded.

Meeting Purpose and Activities

Slides produced for the meeting are attached to this memo. The meeting began with a general introduction, as well as opportunity for people who were not in attendance at the previous meeting to introduce themselves to the group. The introductions part passed quickly, as many of the members are already acquainted. However, there was some discussion about where participants were in their path leading them to this meeting and their associations with the City of Duvall - when they moved to the city, started their families, careers, or what drew them to the community.

We shared the upcoming dates of future steering committee meetings along with information and discussion about the Community Survey, which launched online the same day. The survey has an online format and will close April 15, 2024. The City is mailing postcards with a QR code to maximize participation. The survey is intended for all community members and steering committee members can share information about the survey as widely as possible. The survey is not intended to be "one per household" but instead anyone who want to finish they survey should complete it. We additionally provided a reminder for steering committee members to mark their calendars for the Open House event (May 1, 2024).

The central focus of the first half of the meeting was a presentation by Transpo Group. They discussed the City's current transportation system, as well as their plans and methods for obtaining the information and creating recommendations for the Transportation Element of the Comprehensive Plan, together with an update of the City's Transportation Plan document.

Following the presentation, the meeting switched over to cover other topics including a review of the Vision Statement feedback and an activity to open the minds of members on the broad topic of "health."

Findings/Observations

- We generally followed the meeting practices that were used during the last meeting (providing scheduled breaks, inviting people to freely chat and discuss items, etc. Although there were two short breaks scheduled, one was combined with the time to complete the thought activity- "crazy eights" individually.
- The group was very engaged with the presentation by Transpo Group- occasionally chiming in to request clarification on certain aspects of the plan. Clarification of the planning area was requested (it was explained that the city only has jurisdiction on roads within the City limits and coordination with WSDOT for the state highway was described). Discussion about interagency cooperation and clarity on a "chicken and egg" situation as to the order of operations in planning and producing transit and transportation services and infrastructure was covered.



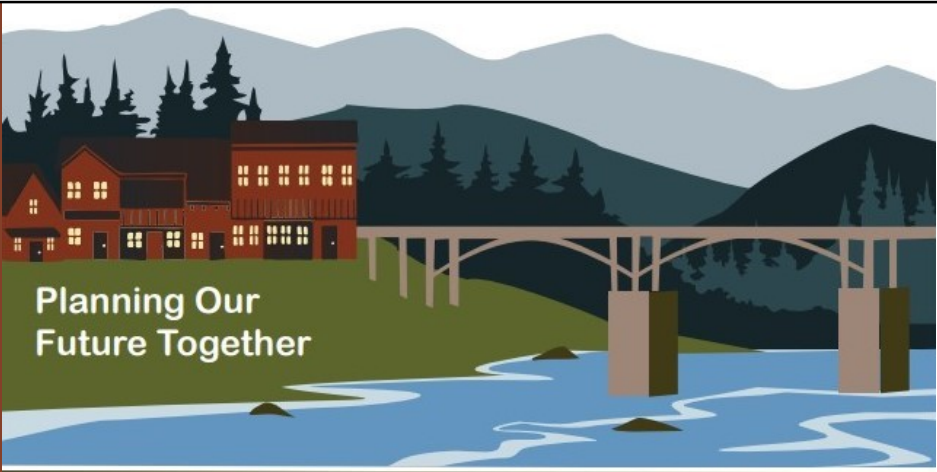
- There was a discussion and some clarity provided by both Transpo Group and the City staff as to what entity was responsible for different pieces of the transportation puzzle and how they worked together. This included some conversation about other creative possibilities to expand the network- particularly of transit. The Microsoft Connector was raised (one member asked if it could be used by non-employees) and one person expressed interest in understanding how the city staff views the upcoming opening of the Sound Transit station in Redmond and affects to the local transit service.
- Transpo Group presenters emphasized that this update of the Comprehensive Plan will be characterized by a switch from a vehicle-focused planning process to one embracing more multimodal transportation options. This was largely favorably received by the Committee, but there was some discussion about the effectiveness of prioritizing multimodal options, since Duvall is essentially a rural community with long distances to cover to connect to neighboring commercial and employment opportunities. The Transpo Group consultants detailed that although there is a continued understanding that most trips will still be conducted in Single Occupancy Vehicles, the capacity for roadway construction has a limit. Accordingly alternative travel modes can be embraced and encouraged as the City grows in population and potentially faces capacity challenges for increased transportation infrastructure.
- The Steering Committee seemed to enjoy the *Crazy Eights* activity and presented a lot of creative ideas for how to improve health or what health meant to them - whether on a community or personal level. Perhaps reflecting the agricultural and rural character of Duvall as represented in the Vision Statement, many of the ideas had to do with food production or habitat preservation.

Input Received

- Although the Vision Statement as generally revised following the last meeting appears to be mostly good in the view of the steering committee members on the whole, there was a vibrant discussion on the final segment of the statement, in regards to the *heritage* and *forward-looking nature* of the City's residents. There was consensus reached that a reference to the local indigenous culture and regional tribes should be added. There should be a time progression noted, as the city moves beyond the past rural and agricultural setting; recognizing these endeavors as both currently relevant and a nod to the City's history.
- We request that city staff collect the "Crazy Eights" responses from the group (their drawings/ notes / written responses for further compilation. We would like the ideas generated from the exercise so that we can assess common themes look for similar or even contrasting thoughts about the City which could inform this Comprehensive Plan update process in an insightful way. For example, we heard many ideas relating to *education* and *conservation* as recurrent concepts.

NS/ac

c: Wayne Carlson, Ali Masterson, Allison Conley – AHBL; Niomi Montes de Oca, Larissa Grundell – City of Duvall; Patrick Lynch, Jessica Lambert – Transpo Group



Planning Our
Future Together

STEERING
COMMITTEE
MEETING

MARCH 20, 2024

2024 Comprehensive Plan

DUVALL

1

Agenda

- Introductions
- Transportation Presentation
- Vision Statement Discussion – Topic re-visit/ recap
- “Crazy Eights” brainstorming activity
- Answer questions

Break Times:
6:45
7:30
Wrap up by 8pm



2

Introductions

Nicole Stickney (AHBL)

Jessica Lambert (Transpo)

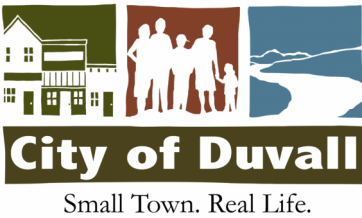
Patrick Lynch (Transpo)

Steering Committee Members:

Katie Lilley

Carol Kufeldt

(City Council Liaison)



3

Future Meetings

- April 3rd
 - Check back / Review Last Topic
 - Transportation
- April 17th
 - Check back / Review Transportation
 - *Choices:* Economics, Housing, Capital Facilities

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Community Survey
closes April 15, 2024

Open House
Wednesday May 1, 2024

4

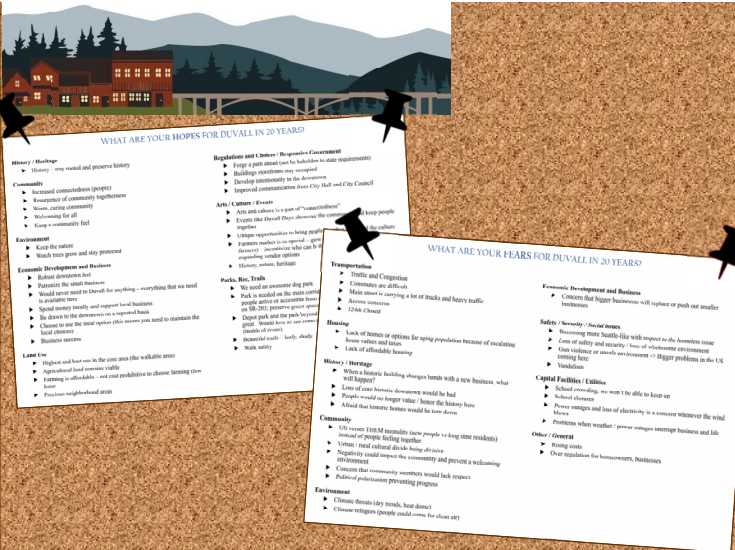
Our Transportation Consultant

LEVEL OF SERVICE INTRO



Quick Recap– Roundtable Discussion

WHAT WE HEARD



Quick Recap– Vision Statement Thoughts

WHAT
WE
HEARD



7

Current Vision Statement

Duvall is a family-friendly community with an abundance of trails, parks, and open space.

Duvall’s vibrant Old Town overlooks the Snoqualmie River and offers something for everyone. New businesses and the entrepreneurial spirit are encouraged, providing residents unique local services and products.

Residents gather year-round to enjoy the arts, music, and community events, celebrating Duvall’s distinctive culture, all while embracing the natural beauty of the Snoqualmie Valley.

Duvall is an evolving city that honors its rural and agricultural heritage, while remaining on the cutting edge of technology, innovation, and sustainability.

8

Potential adjustments (part 1)

Duvall is a family-friendly **and inclusive** community with an abundance of trails, parks, and open space.

Duvall's vibrant Old Town overlooks the Snoqualmie River and offers something for everyone. New businesses and the entrepreneurial spirit are encouraged, providing residents unique local services and products.

9

Potential adjustments (part 2)

Residents **are active in the community and** gather year-round to enjoy the arts, music, and community events, celebrating Duvall's distinctive culture. ~~—, all while~~
Embracing the natural beauty of the Snoqualmie Valley, **everyone participates as a steward of the land.**

Duvall is an evolving city that honors its rural and agricultural heritage, **historic roots, and past generations**, while remaining on the cutting edge of technology, innovation, and sustainability.

10

“Crazy Eights” Exercise

CRAZY EIGHTS

Generate a lot of ideas, quickly! Eight crazy ideas in eight minutes.

Sometimes, to be truly creative, our brains need structures and rules. By restricting space and time, but letting everyone know that anything goes - this tactic forces ideas out, fast. It's far less painful than it sounds.

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11

“Crazy Eights” Exercise

STEP 1 – PAPER AND FOLDING

STEP 2 – WRITE 8 CRAZY IDEAS

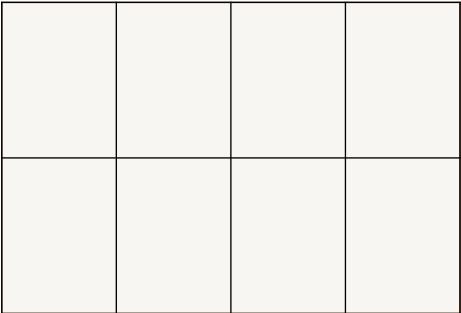
STEP 3 – SHARE (TWO WAYS)

An illustration of a mountain landscape. In the foreground, there is a bridge crossing a body of water. Behind the bridge, there are several buildings, including a large red one with many windows. In the background, there are rolling mountains and evergreen trees.

12

“Crazy Eights” Exercise

- Fold your paper 3 times to make eight rectangles
- You will have eight minutes to generate eight ideas!
- Ideas can be written or drawn
- We will have a timer. Work quick!



13

“Crazy Eights” Exercise topic



14

8♥♥♥♥♥♥♥♥

7♠♠♠♠♠♠♠♠

6♦♦♦♦♦♦♦♦

5♠♠♠♠♠♠♠♠

4♣♣♣♣♣♣♣♣

3♥♥♥♥♥♥♥♥

2♦♦♦♦♦♦♦♦

A♠♠♠♠♠♠♠♠♠♠♠♠

1. The internet is abuzz and #Duvall trends when an invention for_____ that was invented here receives an official **patent**.

2. The Governor comes to Duvall to present a community award for a **process** that has helped to.....

3. Aliens come to Duvall to interview the Mayor about her **plot** to.....

4. The *Duvall Method* is taught at Universities around the world! It is a **procedure** for.....

5. In 50 years from now the schoolchildren in Duvall perform a play about the community uprising that **precipitated** in an event where....

6. Tourists flock to Duvall to see the **product** that ... is produced.

7. The Seattle Times is running a story about a **program** in Duvall and the wonderful outcomes. The headline reads....

8. A National Holiday is declared commemorating the time in Duvall when a **pattern** was discovered where....

15

New City Webpage

community Development | Du...

duvallwa.gov/134/Community-Development

Create a Website Account - Manage notification subscriptions, save form progress and more.

Website Sign In

City of Duvall

Small Town. Real Life.

GOVERNMENT

SERVICES

COMMUNITY

HOW DO I...

Building Department

Planning Department

Property Development Questions

Current Projects

Maps

Planning Commission

Hearing Examiner Rules of Procedure

Home » Government » Departments » Community Development

Community Development

Planning Our Future Together

2024 Comprehensive Plan

DUVALL

Find the newest information about the Comprehensive Plan update

Contact Us

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Fx: 425-788-8097

Office Hours

Monday - Thursday: 8:00 a.m. - 3:30 p.m.

Friday: 8:00 a.m. - 12:00 p.m.

Staff Directory

16

8

Videos are available



What is the Purpose of the Comprehensive Plan?

The Comprehensive Plan is a roadmap for the city's growth, development, and land use policies for 20 years. It addresses key aspects such as housing, transportation, economic development, environmental sustainability, and community amenities. It is a living document that guides decision-making and ensures our city continues to be a wonderful place to live, work, and play in 2044.

Include Me!

Take a Survey

Participate

Watch

Sequence

Below is a sequence that the planning process will follow. Within each block, a series of events will occur.

Public Outreach

Steering Committee Recruitment

Public Workshop # 1

Public Workshop # 2

Public Notifications

Substantive Work

Analysis of Existing Policy and Populations Data

Drafting

Revision

Final Drafting

Public Review: Agency Review, Public Consensus, WSDC Acceptance

Steering Committee Meeting #1

Steering Committee Meeting #2

Early Draft Sent to PSRC

Draft Sent to Commerce

SEPA

Final Drafts Sent to Agencies

City Council & Planning Commission

Monthly Updates to Council and Commission

Hearings

Adoption

17

9



1

■ **APPROACH**

- Introductions
- Overview of the Transportation Element
- Approach to Updating the Plan
- Multimodal LOS Discussion
- Existing Conditions
- Project Next Steps

An illustration of a hand in a blue sleeve holding a pen and writing on a clipboard. The clipboard has a checklist with several boxes, some of which are checked. A small coffee cup is floating above the clipboard. The 'transpogroup' logo is visible in the bottom right corner of the slide.

2

2

OVERVIEW OF THE TRANSPORTATION ELEMENT

3

WHAT IS A “TRANSPORTATION ELEMENT”?



What is our plan?
(goals/policies, modal system maps)

How can we make it happen?
(projects, financial)

- Transportation Element (TE) is a “chapter” in the Comprehensive Plan
- It can be an “executive summary” of a larger document (i.e., Transportation Plan)

4

KEY PLAN UPDATES

What's Going to be Different from the Existing Element?

▪ Horizon year extended from 2035 to 2045

▪ Incorporate updated subarea plans

▪ Updated long-term project list and costs

▪ Financial strategies to identify how the high priority projects can be implemented

Roadway/Intersection

Traffic Modeling

Pedestrian/Bicycle

Transit

Freight

+

TE

Transportation Element

PROJECT LIST

Financing Strategies

5

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5

APPROACH
TO UPDATING
THE PLAN

6

3

PLANNING PROCESS

Steps to updating the Transportation Element



Evaluate existing transportation systems conditions and issues



Prepare travel forecasts and evaluate needs



Define/update multimodal improvement projects



Update transportation policies



Documentation and quality control

7

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7

DUVALL VEHICULAR LOS STANDARDS

A

B



C

D



E

F



Arterial Street
Throughput



Intersection
Seconds of
Delay per
Vehicle

LOS C

- All intersections on City principal, minor, collector, and lower classified roadways

LOS D

- Intersections along SR 203 (Main Street)

8

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8

4

ACCOUNTING FOR EMERGING TRENDS

■ Equity, Health, and Safety

■ Climate Change

■ Autonomous, Connected, Electric, Shared Mobility

■ Telework, Telehealth, E-Learning, E-Commerce



9

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COMMUNITY ENGAGEMENT ACTIVITIES



Comp Plan Surveys and City Resources



Public Meetings and Open Houses



Transportation Steering Committee Meetings



City Council Meetings

10

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MULTIMODAL LOS DISCUSSION

11

MULTIMODAL LOS (MMLOS) PRESENTATION OUTLINE

- GMA & RCW Amendments to Transportation Requirements
- GMA Transportation Concurrency Requirements
- LOS Outcomes, Trade-Offs, and Balance of Modes



12

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12

GROWTH MANAGEMENT ACT (GMA) TRANSPORTATION REQUIREMENTS

RCW 36.70A.070 Comprehensive Plans – Mandatory Elements - *2023 amendments from ESSHB 1181*

"The plan shall be an internally consistent document and all elements shall be consistent with the future land use map."

(6) "A transportation element that implements, and is consistent with, the land use element."

(A) "Inventory of *active transportation facilities, ... (sidewalks, bikeways, trails)*"

(B) "*Multimodal* level of service [LOS] standards for all locally owned arterials, *local & regional* transit routes *in urban areas ... and active transportation facilities* to serve as a gauge to judge performance of the system."

(C) For State-owned transportation facilities, *multimodal* LOS standards for highways ...

(b) "Local jurisdictions must adopt and enforce [concurrency] ordinances to prohibit development that causes the level of service to decline below adopted standards" *[However, agency can't deny development if it agrees to fund adequate active transportation, transit service, or TDM measures that mitigate the impacts to MMLOS]*

IF land use goals = higher density infill, THEN LOS & concurrency ordinance should allow infill served by adequate multimodal transportation system

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13

PLANS & AMENDMENTS AFFECTING WSDOT STATE HIGHWAYS

Auto-Oriented Planning

Multimodal Planning

RCW 47.04.035 Complete Streets

- All WSDOT state highway project costs >\$500,000* near population centers (*Census Designated Places*) must include facilities for users of all ages and abilities per Complete Street principals [*ADA ramps, crosswalks, sidewalks, bikeways*] *For Reference: A new ADA-compliant traffic signal on a State Hwy will cost >\$500,000

WSDOT Active Transportation Plan 2020 & Beyond

- Requires WSDOT to work with cities and counties to ensure that state highways include active transportation facilities that are well-connected to local pedestrian, bicycle, and trail networks

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14

TRANSPORTATION DEVELOPMENT REGULATIONS IN WA

TRANSPORTATION CONCURRENCY

TRANSPORTATION IMPACT ANALYSIS

STREET FRONTAGE IMPROVEMENTS

TRANSPORTATION IMPACT FEES

All can elicit mitigation measures based on MMLOS standards adopted by agency



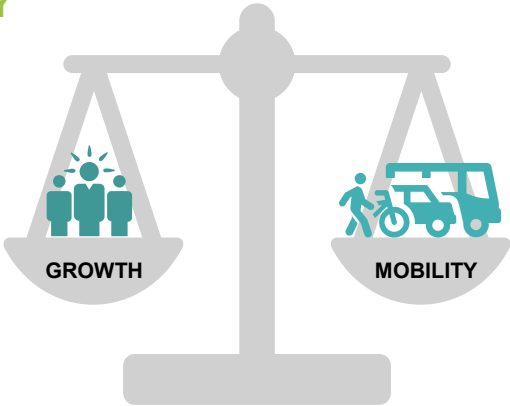
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15

WHAT IS TRANSPORTATION CONCURRENCY?

TRANSPORTATION CONCURRENCY

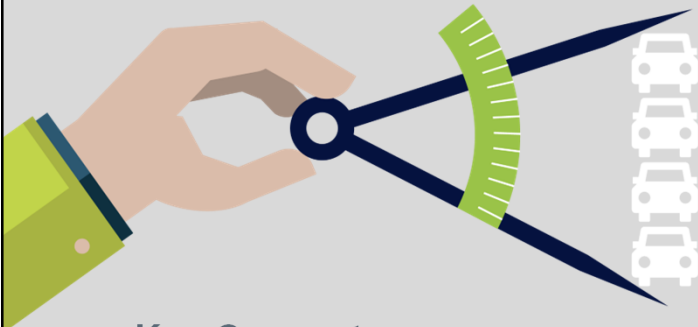
Growth management requires multimodal transportation systems to be **adequate** to serve planned growth. Transportation concurrency links land use plans with multimodal transportation and capital improvement plans, providing a tool for effectively managing and balancing community growth.



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16

YOU GET WHAT YOU MEASURE



Inadequate Metrics Result in Inadequate Outcomes

Key Concepts

- WA Comprehensive Plan and Concurrency Requirements
- Traditional Vehicular LOS Standards & Perspectives
- Outcomes Resulting from Inadequate Tools & Metrics

17

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17

TRADITIONAL HIGHWAY CAPACITY MANUAL
VEHICULAR LOS STANDARDS



Roadway
Volume-to-Capacity
(vehicle throughput)



Intersection Delay/
seconds per vehicle
(driver inconvenience)

18

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18

TRADITIONAL HIGHWAY CAPACITY MANUAL
VEHICULAR LOS STANDARDS

Issues with vehicular LOS

- Counts Cars, Not People
- Vehicle Thru-put/Intersection Delay = Measures of Driver Inconvenience
- Demand exceeds supply during narrow PM Peak Hour; Does not equal “Failure”
- Major funding decisions using public tax dollars that will last for decades
- Auto-centric LOS standards require auto-centric “capacity” (widening) mitigation
- Contributes to urban sprawl and even more traffic congestion

P.M. Peak Traffic Volumes
(The Local Evening Rush Hour)

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19

PERPETUAL ACCOMMODATION OF AUTO CONVENIENCE

How many highway lanes are enough?
19 freeway lanes plus 3 frontage lanes

Incremental widening to “reduce delay” for vehicle drivers
How many turn lanes are too many in populated areas?
How do pedestrians feel trying to cross this intersection?

20

10

VEHICLE “CAPACITY” MEASURES VS. HUMAN MOBILITY

HCM LOS measures count individual vehicles; not human occupants in the vehicles



Ave. vehicle design = 4+ people
Ave. vehicle occupancy = +/- 1.25 persons/vehicle



LOS “F” = 100% capacity for vehicles, but only 20% - 25% capacity for moving people

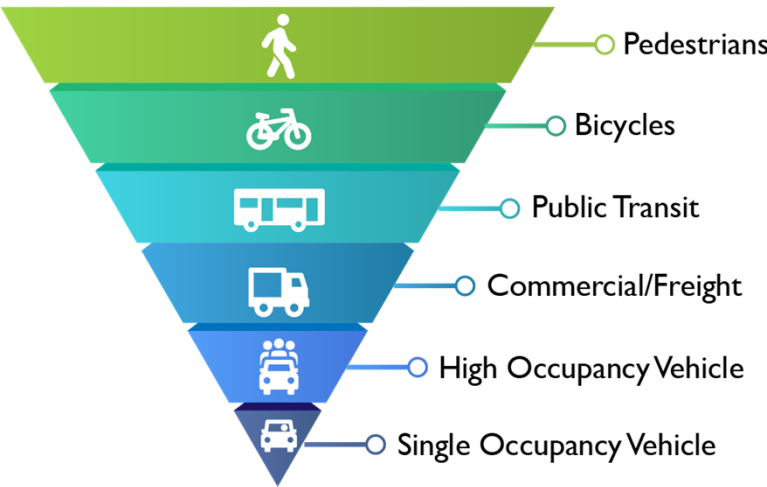


21

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21

COMPLETE STREETS: WHO ARE WE PLANNING FOR?



- Pedestrians
- Bicycles
- Public Transit
- Commercial/Freight
- High Occupancy Vehicle
- Single Occupancy Vehicle



BALANCE
ALL mobility needs for ALL modes must be carefully considered, **BALANCED**, and implemented for the **MULTIMODAL** transportation system to provide space and safety for **EVERYONE**.

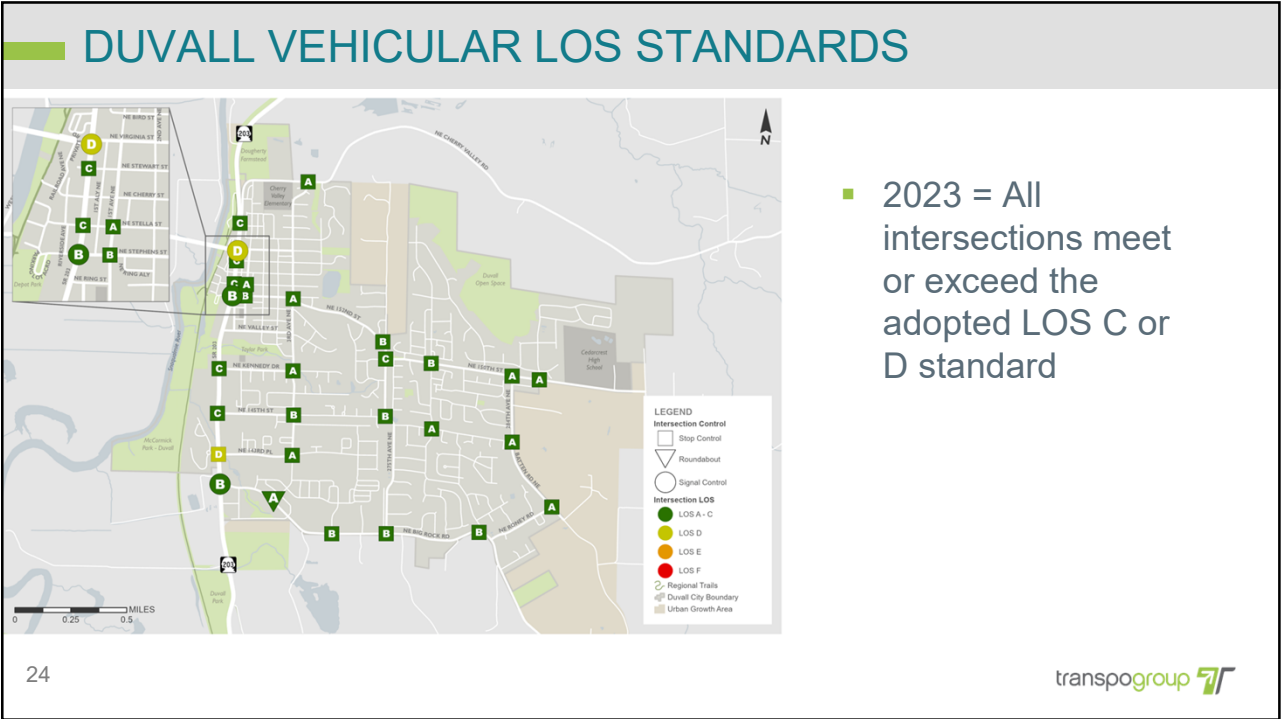
22

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22

EXISTING CONDITIONS

23



24

DUVALL EXISTING PED/BIKE NETWORK

25

Citywide Pedestrian Network

- Walking trips are usually shorter and have local neighborhood destinations
- Identify:
 - Local walking destinations in Duvall
 - Primary & secondary corridors that connect
 - Network gaps and improvement needs
- Integrate with transit, bicycle, and trail networks and ADA Transition Plan
- Incentivize walking in Duvall

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25

DUVALL EXISTING TRANSIT NETWORK

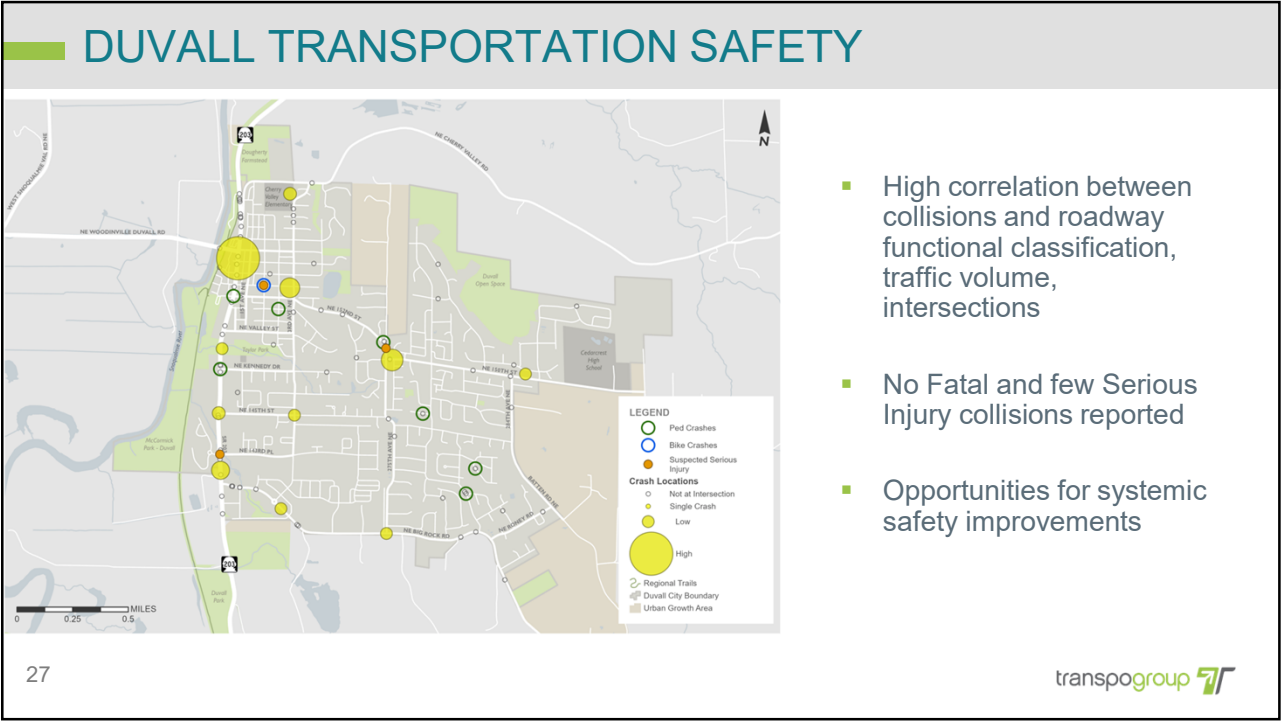
26

Transit serves in Duvall

- King County Metro
- Snoqualmie Valley Transportation (SVT)
- Microsoft Connector

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26



PROJECT NEXT STEPS

Prepare Long-range Travel Forecasts

- Based on updated Travel Demand Model
- Mobility for people, not just vehicles

Evaluate Pedestrian, Bicycle, Trail, & Transit Networks

- Confirm primary & secondary pedestrian, bicycle, & transit routes
- Identify gaps & improvement needs on each modal network
- Consider prioritization factors (Centers, destinations, volumes, safety)

Evaluate Future Transportation System

- Refine LOS standards, if needed
- Update and prioritize project needs

29

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UPCOMING STEERING COMMITTEE WORK

- Next steering committee meeting April 3rd – More in-depth transportation presentation and Steering Committee feedback

30

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