

## PSRC's 2026 Rural Town Centers & Corridors Program Application

The following application must be submitted to PSRC using this online form by **11:59pm on April 17, 2026**.

For information related to the Rural Town Centers and Corridors program, contact:

Doug Cox, AICP

Puget Sound Regional Council  
1201 3rd Avenue, Suite 500  
Seattle, WA 98104  
(206) 971-3050 or [DCox@psrc.org](mailto:DCox@psrc.org)

### Project Identification and Description

#### Project Title

NE Woodinville-Duvall Road at West Snoqualmie Valley Road NE Improvements

Indicate below whether this project is for a standalone planning project (such as a corridor study or master plan) or a capital project.

Capital Project

#### Regional Transportation Plan Consistency:

4571

Lead Agency	List Applicable Partnership Agencies Involved
King County Department of Local Services, Road Services Division	N/A

Does the sponsoring agency have "Certification Acceptance" (CA) status from WSDOT?

Yes

If not, which agency will serve as your CA sponsor?

N/A

### Contact Information

<b>Primary Contact Name</b>	<b>Alternate Contact Name</b>
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### **Project Description and Location**

**Project scope:** Please describe clearly and concisely the individual components of the 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.

The NE Woodinville Duvall Road at West Snoqualmie Valley Road NE Intersection Improvement project will reconstruct the roadway in the vicinity of this intersection, including but not limited to a rural single-lane roundabout, extruded curb, widened shoulders, marked crosswalks, pavement markings, permanent traffic signs, two water crossing structures, drainage network improvements, a water quality facility, structural walls, habitat restoration, mitigation planting, roadside landscaping, illumination, erosion/sediment control, and right-of-way acquisition.

#### **County Location:**

*Please identify the county(s) in which the project is located. Check all that apply.*

King County

#### **Project Location:**

*For example, please include street, route or trail name, or other identifiable location.*

The project is located at the intersection of NE Woodinville Duvall Road and W Snoqualmie Valley Road NE, just west of the City of Duvall in unincorporated King County.

#### **Crossroad/landmark nearest to the beginning of the project:**

NE Woodinville Duvall Road, 475 feet west of W Snoqualmie Valley Road NE

#### **Crossroad/landmark nearest to the end of the project:**

NE Woodinville Duvall Road, 775 feet east of W Snoqualmie Valley Road NE

**Please identify the center the project is supporting. Projects may be located within a center or along a corridor serving one or more centers.**

This intersection project is on NE Woodinville Duvall Road, a 6-mile-long corridor connecting northeast King County communities to urban employment areas to the west. It connects to two Regional Growth Centers, Bothell Canyon Park and Kirkland Totem Lake, via highway access from its west terminus. The corridor also serves the City of Duvall, providing a direct connection to the City's Downtown Sub-Area, as identified in the City of Duvall Comprehensive Plan 2024, located one mile to the east of the project intersection. It additionally provides access to the City of Woodinville, including its downtown, located at the western terminus of Woodinville Duvall Road, as identified in the City's 2024-2044 Comprehensive Plan, "Woodinville 2044."

The corridor's regional importance to the transportation system is evident in its designation in the King County Comprehensive Plan as one of only four Rural Regional Corridors, Principal Arterials with high levels of traffic that pass through the County's unincorporated rural area, providing a connection between urban areas. This project will improve safety and traffic flow on this heavily used commuting corridor, consistent with guidance in the King County Comprehensive Plan regarding "Rural Regional Connectors" such as NE Woodinville Duvall Road (policy T-303) to "maximize the efficient use of existing roadway capacity" (policy T-304). The King County Comprehensive Plan in turn is consistent with Vision 2050, the Regional Transportation Plan, and the Countywide Planning Policies, which emphasize efficient travel to and within Regional Growth Centers.

### **Federal Functional Classification**

**Please select the appropriate functional classification.**

Principal Arterial

### **Bicycle and Pedestrian Accommodations**

**Which pedestrian and/or bicycle features already exist in the project area? Please select one or more types below:**

Shared roadways (shared lane markings, paved shoulders, neighborhood greenways, advisory shoulders), Other pedestrian and bicycle amenities (street, intersection and crossing design elements)

**Which pedestrian and/or bicycle features are included in the project scope? Please select one or more types below:**

Shared roadways (shared lane markings, paved shoulders, neighborhood greenways, advisory shoulders), Other pedestrian and bicycle amenities (street, intersection and crossing design

elements)

**If you indicated above that the project does not include existing or planned pedestrian and/or bicycle features, please indicate one of the following reasons per the guidance above:**

N/A

**If you selected “Other”, please expand on why the project is exempt from providing pedestrian or bicycle features.**

N/A

### **Plan Consistency**

**Is the project specifically identified in a local comprehensive plan?**

Yes

**If yes, indicate 1) plan name 2) relevant section 3) page number.**

2024 King County Comprehensive Plan  
Appendix C1, Transportation Needs Report  
Page 56

**If no, describe how the project is consistent with the applicable local comprehensive plan, citing specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.**

N/A

### **Local and Regional Policy Support**

**Describe how the project will help the rural town center develop in a manner consistent with the adopted policies or comprehensive plans of the respective local jurisdiction(s). Please provide citations and a copy of the appropriate page(s) from the plan or policies with your application.**

The project will support economic development and access to employment opportunities for both the City of Duvall and the City of Woodinville, located at the eastern and western ends of Woodinville Duvall Road. The City of Duvall in particular, due to its close proximity to the project intersection, has a number of Comprehensive Plan goals and policies which will be supported by the intersection improvement. These include policies to provide:

- Regional access for visitors to support the tourism industry
- Access to jobs for Duvall residents, the majority of whom work outside the City.

## DUVALL:

Goal: Facilitate access by visitors:

Policy LU-J: Cultivate Duvall as a tourist destination that welcomes visitors with arts, cultural activities, and festivals that support a vibrant economy. (Duvall Comprehensive Plan p. 24)

Land Use Element - Economic Development Policies – support by proving regional access:

Policy LU 7.3 Support the establishment of regionally significant facilities that provide substantial public benefits and contribute to the diversification of Duvall's economy. (Duvall Comprehensive Plan p. 31)

Supports access to jobs:

The majority of Duvall's residents travel to employment and shopping centers outside of the City, and only a small portion of the population is employed within the city limits. (Duvall Comprehensive Plan p. 50)

Economic Development Element: Economic Development Goals and Policies

Policy ED 2.3 Coordinate with other jurisdictions to identify infrastructure deficiencies and plan for needed improvements to allow for regional economic growth. (Duvall Comprehensive Plan p. 127)

Economic Development Goal:

Goal ED6: Duvall is a regional destination for visitors focused on eco-tourism, the creative economy, and agri-tourism. (Duvall Comprehensive Plan p. 131)

Economic Profile: Economic Conditions, Forecasts and Trends

Commuting – Duvall's businesses depend heavily on workers from other communities, with over 1,000 commuters traveling to Duvall for work each workday. Many Duvall residents also work outside the city. (Duvall Comprehensive Plan p. 138)

Figure ED-18. City of Duvall Economic Development Strengths, Weaknesses, Opportunities, and Threats

Threats:

- Commuters face increasing challenges related to regional travel, given congestion and cost.
- Funding for infrastructure improvements is limited. (Duvall Comprehensive Plan p. 151)

Transportation Element – Goal T4: Maintain Main Street as the economic heart of Duvall and as an attractive destination for citizens, tourists, events, and businesses.

Policy T 4.2 Solicit action by WSDOT and King County DOT to plan and construct improvements to State and County arterial systems needed to connect Duvall to regional employment and commercial districts. (Duvall Comprehensive Plan p. 156)

Support future growth of center

Policy T 6.6 Work with King County and PSRC to identify system improvements deemed necessary to accommodate growth while improving safety and human health. (Duvall

Comprehensive Plan p. 157)

Goal T 7: Interagency coordination supports ongoing funding and improvements to the local and regional transportation system.

Policy T 7.5 Encourage King County Department of Transportation (DOT) and Washington State Department of Transportation (WSDOT) to improve capacity and safety for Duvall commuters outside of City limits. (Duvall Comprehensive Plan p. 158)

Policy T 11.4 Coordinate with local and state agencies to enhance pedestrian and bicycle safety on State and County roads. (Duvall Comprehensive Plan p. 162)

The Duvall Comprehensive Plan identifies intergovernmental coordination as a key element of the City's transportation plan, because "[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." (Duvall Comprehensive Plan p. 186)

WOODINVILLE – support access to retail from eastern King County

Policy ED-1.5. Enhance Woodinville's position as a regional retail hub. (Woodinville Comprehensive Plan p. 95)

Economic Development Element – Action Plan

Economic Initiative # 5: Invest in infrastructure to support a thriving economy

-Woodinville is connected to regional transportation networks that accommodate the demand of a growing city and region

-The local road and trail network functions smoothly for visitors

**Describe how the project fits the intended character of the center or area in which the corridor is located to help better define or provide a clear distinction between rural corridors and rural centers. For instance, does the project include context sensitive design elements that consider preserving the aesthetic, cultural and environmental resources of the subject area?**

The project is located in rural unincorporated King County, adjacent to the Snoqualmie River Agricultural Production District. Tuck Creek is conveyed to the Snoqualmie River via two culverts, crossing NE Woodinville Duvall Road and West Snoqualmie Valley Road NE, respectively. Replacing the culverts will improve fish passage and stream function, and preserve natural habitat within the rural corridor. The project prioritizes avoiding and minimizing impacts to adjacent Category III wetlands; any unavoidable impacted areas will be mitigated. To ensure ecological integration, native plantings will blend with the existing species on-site. Suitable trees felled for the project will be reused onsite as habitat features. To minimize the project's footprint, a subsurface wet vault will be integrated into the roundabout's central island, providing essential water quality treatment for stormwater runoff. This approach minimizes the project's physical footprint, preserves adjacent land, and provides essential water quality treatment for runoff before it enters

the Snoqualmie River watershed. The project footprint will minimize disruption to the adjacent land, and any Agricultural Production District land that is impacted will be mitigated per the requirements of the Comprehensive Plan. In addition, any required roadway guardrails will feature a weathering steel finish to provide a rustic aesthetic that blends naturally with the surrounding environment.

**If the project is interjurisdictional in nature, describe the partners that have been identified and the actions developed to work together and coordinate on project components**

Not applicable - entirely located in unincorporated King County.

**Circulation, Mobility, and Accessibility**

**Describe the issue(s) being addressed by the project and the impact it is intended to have on the center(s). Describe how the project will provide better access to the center(s) from adjacent communities or significantly improve circulation within a center by filling a missing link and/or removing barriers to community mobility.**

The project will improve safety and circulation for all travelers through this intersection. The existing four-legged signalized intersection is identified as a High Collision Location in the 2020 and 2024 King County High Collision Location Reports. The crash rate for 2014-2023 is 0.93 crashes/million entering vehicles. The threshold for high collision intersections is 0.90 crashes/mev. Crashes are mostly angle collisions, especially from the high volume east and west approaches on NE Woodinville Duvall Road. Left-turning traffic failing to yield to oncoming drivers is the primary cause. This project will also address two undersized cross culverts at the intersection to reduce flooding risk at the intersection (as well as to improve fish passage and add stormwater treatment). Additionally, peak hour backups can be significant at this intersection, and traffic congestion continues to increase. Per a March 2025 traffic analysis, the existing intersection will experience Levels of Service E and D for AM and PM peak hours respectively in 2030, and Levels F and E in 2050. The single-lane roundabout will significantly improve those Levels of Service to A for both AM and PM peak hours in 2030, and B for both AM and PM peak hours in 2050. The roundabout would improve safety and traffic flow through the intersection, as well as reduce the risk of roadway flooding.

The Woodinville Duvall Road corridor connects the City of Duvall and other communities in northeast King County across the Snoqualmie River to the City of Woodinville, as well as to the Bothell Canyon Park and Kirkland Totem Lake regional centers and others in the Puget Sound region. The project would improve the functionality of a regionally significant east-west corridor, providing a more reliable route for commuters, freight, and visitors that travel across the Snoqualmie Valley, including to and from the City of Duvall.

**Describe whether the project is multimodal in nature and how it will benefit a range of travel modes and user groups either accessing the center(s) or using the corridor**

The roundabout will be designed for multimodal use, including widened shoulders and crosswalks for bicycles and pedestrians for travel and recreation. The project will also support transit ridership, with a bus stop at one leg of the intersection, further supporting the needs of commuters and visitors. Additionally, freight travels through the intersection to deliver goods and to transport

agricultural products, supporting the community of Duvall and agricultural businesses in the Snoqualmie Valley, and connecting them to centers throughout Puget Sound.

**Describe how the project will enhance opportunities for active transportation, such as improving or enhancing a pedestrian-oriented environment in the center or along the corridor to the center(s).**

The project will add widened, paved multi-use shoulders, extruded curb, pedestrian safety islands, and marked crosswalks at each approach to an intersection currently lacking infrastructure that supports active transportation users' safety or comfort. The intersection is less than a mile from the City of Duvall, on one of the major corridors serving Duvall.

**Describe how the project contributes to transportation demand management and commute trip reduction opportunities.**

A bus stop is present on the eastern leg of the intersection, providing transit service that connects commuters from Duvall to employment destinations in centers to the west. The roundabout will accommodate transit service, as well as support bicycle and pedestrian access to transit routes. The project will reduce the need for single-occupancy vehicular trips and help alleviate traffic congestion along a key regional corridor in King County.

### **System Performance and Innovative Solutions**

**Describe how the project will result in more reliable and efficient travel flows in the center, along a corridor, or both, and how it will provide for time savings for moving freight and goods.**

The construction of a new roundabout will improve the efficiency through the intersection with shorter queuing and less delays, and will best handle the future growth along the corridor for the AM and PM peak hours among the alternatives evaluated. Instead of fully stopping and accelerating at a signal, vehicles yield around the center of the roundabout. If no change is made to the intersection, a March 2025 traffic analysis report anticipates Level of Service E with a 76.1-second delay during the AM peak hour in 2030, and LOS D with a 46.6-second delay during the PM peak hour; and, in 2050, LOS F during the AM peak hour with a 114-second delay, and LOS E during the PM peak hour with a 64.9-second delay.

The proposed single-lane roundabout will substantially improve those levels of service and delay times through 2050, anticipating LOS A with delays under 10 seconds for AM and PM peak hours in 2030; and LOS B with delays of 11.8 and 10.1 seconds for AM and PM peak hours respectively in 2050.

Reliability will also be increased by reducing the frequency and severity of collisions with the enhanced safety of a roundabout. Roundabouts reduce the collisions by 42% for all crash types, reduce injury collisions by 74% when compared with other types of intersection control, substantially reducing crash severity as well. The number of conflict points in a roundabout is 8 while a signal or conventional intersection has 32. The roundabout will also continue to operate during power outages, in inclement weather, and during other road related emergencies. This roundabout will also have a decreased risk of roadway flooding due to the replacement of the

undersized culverts, which will keep vehicles moving efficiently through the intersection.

The reliable and efficient roundabout design will improve access and reduce travel delay to and from the City of Duvall for commuters, visitors, and freight. The improved efficiency will also benefit agricultural producers and other businesses in the Snoqualmie Valley by allowing timely transportation of agricultural goods and other freight to centers in western Puget Sound for processing or distribution.

**Describe how the project provides a long-term solution to maximize the efficiency of the transportation system within the rural center or along the connecting rural corridor.**

The project will construct a single-lane roundabout as the long-term solution that will maximize the efficiency of the transportation system. Roundabouts provides shorter queuing and less delay for vehicles compared to a signal. Additionally, roundabouts reduce the collisions by 42% for all crash types, reduce injury collisions by 74% when compared with other types of intersection control, substantially reducing crash severity as well. With a lower collision rate, this will further reduce delay and improve the overall efficiency of the intersection for all modes of transportation.

The improved efficiency of the roundabout will facilitate travel to and from the City of Duvall and along the east-west corridor of Woodinville Duvall Road connecting from Duvall to other centers to the west. The project will improve travel efficiency in the short term, as well as support long term growth in the City of Duvall and for businesses in the Snoqualmie Valley.

**Describe any particularly innovative facilities or traffic operational concepts included in this project.**

Since the intersection is surrounded by wetlands on all four corners, the County plans to construct an underground storage vault as a water quality facility to limit the impacts the increase in impervious surface may have to sensitive areas while still being accessible for maintenance.

Additionally, the County plans to install innovative right-turn slip lanes on the eastbound and westbound approaches. W Snoqualmie Valley Road NE intersects NE Woodinville Duvall Road at an approximately 54-degree angle in the northeasterly direction, creating a skew. The right-turn slip lanes will allow vehicles to perform all turning movements, while easing congestion through the roundabout.

**Community Support**

**Section 1. Addressing Population Groups, Benefits and Disparities**

**Please identify the different population groups within the project area, and describe any disparities or gaps in the transportation system being experienced. Describe how the planning study will address these disparities or gaps and provide an improvement.**

This project is located in three adjacent Census tracts, 530330324011, 530330323111, and 530330323114. Per the WSDOT Sandy Williams Connecting Communities Viewer, 34.6% of the households in –3111 are cost-burdened. Per the WA Department of Health Environmental Health Disparities Map, the tract to the east of the intersection scores 9 out of 10 for severity of pesticide

exposure. The roundabout will reduce fuel consumption and delay for vehicles, as well as provide improved speed and reliability for transit riders and improved safety for all users, including active transportation, at this currently high-collision location. The improved water filtration will reduce pollution from runoff that would affect nearby properties. While these improvements will benefit all travelers, there will be especial benefits for lower income populations or those with limited or no access to a vehicle, including youth and the elderly.

## **Section 2. Addressing Outreach**

**Please describe the public outreach process that led to the development of the project. This could be at a broader planning level (comprehensive plan, corridor plan, etc.) or for the specific project. Include specific outreach or communication with the population groups identified in the previous section.**

This project is identified in King County's Transportation Needs Report (Project IPA-40), an appendix to the 2024 King County Comprehensive Plan, which was developed through extensive community engagement to shape policies and projects. Outreach for the Comprehensive Plan included virtual meetings, email and traditional media outreach, and an in-person event attended by over 300 people.

King County also collects information on community needs and preferences through the County's Community Needs List program. This process leverages town halls, subarea planning meetings, and online outreach to develop a list of community-identified services, programs, and capital projects identified by participants throughout the County. Through this process, community members have made requests for bike lanes, sidewalks, and improved shoulders to improve safety on Woodinville Duvall Rd and across the Snoqualmie Valley. This project will serve that community preference through improving active transportation safety at a high-collision intersection.

Roads prepares a communication/community engagement plan for each project as part of its standard approach to capital project delivery. Early in the design process, Roads engages with property owners in the immediate vicinity of each project to ensure they are aware of the proposed design and analysis underway in support of these capital projects; and to obtain any required rights of entry. Roads collaborates with property owners throughout the design, construction, and monitoring of the projects. The project team will also engage with community members to ensure awareness of any traffic impacts.

When the project has reached 60-90% design, King County will create a project website to share information with the community about the project, its impacts, and opportunities for comment and engagement.

**Please describe how this outreach influenced the development of the project, e.g., the location, scope, design, timing, etc.**

The project intersection is a high-collision location. The need for improved safety, together with the desire to improve multimodal transportation options and reduce vehicle delay, guided the design of the roundabout project. Due to the high-priority safety concerns, King County is seeking funding to

pursue implementation of the project as soon as possible.

## **Safety**

### **Please describe the safety and/or security issue(s) that the project will address.**

This intersection experiences a very high collision rate, resulting in its inclusion in the two most recent King County High Collision Location Reports. The intersection has been operating with a spanwire signal system and no left-turn lanes for 20 years. Of the 45 collisions from 2014 to 2023, 10 resulted in injuries. The primary collision cause is left-turning traffic failing to yield to oncoming drivers. The project will reconfigure the intersection to a roundabout that will slow drivers down and reduce collision risk.

Two undersized culverts convey Tuck Creek under the project location on its way to the Snoqualmie River. The hydraulic capacity of the stream channel has been reduced by sediment and increasing runoff demand. The undersized culverts increase the risk of road flooding.

### **Please explain how the project will help protect vulnerable users of the transportation system.**

The project will provide a widened shoulder separated from the roadway by extruded curbs, pedestrian safety islands, and marked crosswalks at each approach to the intersection. The design will also support transit service and provide access to bus stops. These elements will allow users of all ages and abilities to benefit from the investment. Vulnerable users of the transportation system, such as the young, elderly, or disabled, as well as low-income or foreign-born populations, rely more on walking, bicycling, and transit for transportation. The project will lower vehicle speeds and provide a dedicated space for active transportation, increasing comfort for users and reducing the risk of injuries or fatalities due to collisions with vehicles.

### **Please describe how the project reduces reliance on enforcement and/or designs for decreased speeds.**

The project reduces reliance on enforcement and designs for decreased speeds with the implementation of a roundabout. Roundabouts reduce vehicle travel speeds and add a traffic calming effect to the intersection vicinity, which also provides a safety benefit for cyclists and pedestrians when navigating the intersection. The roadway approaches have a posted speed limit of 40-45 mph and the maximum entering design speed for the roundabout is 25 mph, so as vehicles approach the intersection, they are forced to slow down, which helps address speeding enforcement concerns and the safety risks of high-speed collisions.

### **Does your agency have an adopted safety policy (e.g. Target Zero, Vision Zero, etc.)? If so, how did the policy inform the development of the project?**

King County adopted a Complete Streets ordinance in 2024, promoting roadways that are safe and convenient for all users, including pedestrians, bicyclists, transit riders, and motor vehicle drivers of all ages and abilities.

Multiple other county policies and plans speak to the importance of safety, including the following

policies from the 2024 King County Comprehensive Plan:

T-315 King County should contribute to achieving the state traffic safety goal of zero deaths and serious injuries using a safe systems approach, through which road system managers, public health organizations, law enforcement agencies, emergency responders, road users, and other parties collaborate to prioritize the elimination of crashes that result in death and serious injuries.

T-321 The King County Road Design and Construction Standards shall promote safe, cost-effective roads that, to the extent practical and allowed by law, incorporate complete streets infrastructure to balance the health and safety needs of all road users, contribute to the state traffic safety goal of zero deaths and serious injuries, and reflect the function of the road and the different needs of and service levels for the Urban Growth Area and Rural Area and Natural Resource Lands.

T-207 King County shall consider the safety, needs, and abilities of active transportation users in the planning, design, construction, maintenance, preservation, and operation of road infrastructure and other transportation facilities.

T-208 Consistent with the priorities defined in the County's transportation plans and the Regional Growth Strategy, active transportation system investments should aim to increase safety, accessibility, and mobility; facilitate mode integration and intermodal connections; improve access to centers, where appropriate; and provide opportunities for healthy activity and alternatives to driving for all populations.

T-210 In unincorporated areas of King County, the following needs shall be given the highest priority when identifying, planning, and programming active transportation improvements:

- a. Addressing known collision locations;
- b. Fostering safe active transportation routes to schools and other areas where school-aged children regularly assemble;
- c. Filling gaps in, or enhancing connections to, the Regional Trails network;
- d. Serving locations of high concentration of pedestrian and/or bicycle traffic; and
- e. Providing safe routes to transit.

The Strategic Plan for Road Services identifies five goals, with safety as the highest funding priority.

King County is also a member of the King County Traffic Safety Coalition, or Target Zero Task Force, which works collaboratively to create equitable traffic safety programs and plans to reduce collisions, injuries, and fatalities in King County. The King County Target Zero Strategic Plan 2024-2027 supports traffic safety planning to reduce the number, severity and impact of injuries and fatalities of those walking, rolling, driving, and traveling within the community.

This roundabout was designed with these safety and mobility goals in mind, and is consistent with the County's policies and plans; the project helps to advance the safety, equity and social justice, climate, and active transportation goals described in these policies.

## **Project Readiness - PE/Design**

**Are you requesting funds for ONLY a planning study or preliminary engineering?**

Yes

**Is preliminary engineering/design for the project complete?**

N/A

**Please provide the date the preliminary engineering/design phase was completed, or the anticipated date of completion (month and year).**

April 2031

**If not complete, which best describes the CURRENT status of the project's engineering/design?**

30% complete

**Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.**

N/A

## **Project Readiness - Environmental Documentation**

**What is the current or anticipated level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?**

N/A

**Has the NEPA documentation been approved?**

N/A

**Please provide the date of NEPA approval, or the anticipated date of completion (month and year).**

N/A N/A

**Has there been a NEPA kick-off meeting with WSDOT Local Programs for this project?**

N/A

**If yes, is a formal consultation expected?**

N/A

## **Project Readiness - Right of Way**

**Does the project require right-of-way?**

N/A

**What is the actual or estimated start date for right of way?**

N/A

**What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)?**

*If federal funds are to be used on any phase of a project, federal guidelines for acquisition of right of way must be followed, including submittal of a right of way plan and funding estimates.*

N/A

**Has right of way certification been completed?**

N/A

**If not, what is the estimated ROW certification date (month and year)?**

*Sponsors should assume a minimum of one year to complete the ROW process, longer if there are significant or complex property purchases.*

N/A N/A

**Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits.**

*Refer to Chapter 25 of WSDOT's Local Agency Guidelines Manual for more information.*

N/A

## **Project Readiness - Construction**

**Are funds being requested for construction?**

N/A

**Do you have an engineer's estimate?**

N/A

**Please upload a copy of your engineer's estimate below.**

N/A

**Identify the environmental permits needed for the project and when they are scheduled to**

be acquired.

N/A

**Are Plans, Specifications & Estimates (PS&E) completed?**

N/A

**Please provide the date of completion, or the date when PS&E is scheduled to be complete (month and year).**

N/A N/A

**When is the project scheduled to go to ad (month and year)?**

N/A N/A

**Project Readiness - Other Considerations**

**If the project milestone dates specified above are less than [PSRC's Project Phase Milestone Minimum Timelines](#), please explain the project characteristics that justify the planned schedule.**

*Project schedules that do not reflect these minimum timelines will be reviewed by PSRC on a case-by-case basis, in consultation with WSDOT Local Programs, to make a determination of project eligibility.*

N/A

**PSRC Funding Request**

*Please identify the phase(s) for which PSRC funds are being requested, the amount, and expected year of obligation. Confirm the total by pressing the calculate button.*

Phase	Year	Amount Requested (i.e - for \$1,000.00, enter "1000")
Preliminary Engineering/Design	2027	\$1600000

**Total PSRC Funding Request:**

\$1600000

**Has the project received PSRC funds previously?**

No

**Please provide the project's PSRC TIP ID.**

N/A

**Financial Plan**

*In the table below, please provide the total estimated cost and schedule for all phases of the project, from start to finish, and indicate when each phase was, or is planned to be, completed. If a phase is not required for the project, indicate with N/A.*

*Please include all funding amounts and sources (including the requested PSRC funds) and identify whether they are secure, reasonably expected, or unsecured. PSRC's definitions and guidance for determining secure and reasonably expected funds is provided here.*

**PE/Design Phase**

<b>Funding Source</b>	<b>Funding Status</b>	<b>Funding Amount</b>
Local funds	Secured	\$780000
PSRC	Unsecured	\$1600000
		\$
		\$
		\$

**Total Preliminary Engineering/Design Phase Cost**

\$2380000

**Actual or estimated date of completion (month and year):**

April 2031

**Right-of-Way Phase**

Funding Source	Funding Status	Funding Amount
Local funds	Reasonably Expected	\$300000
		\$
		\$
		\$
		\$

**Total Right-of-Way Phase Cost:**

\$300000

**Actual or estimated date of completion (month and year):**

June 2031

**Construction Phase**

Funding Source	Funding Status	Funding Amount
Unknown	Unsecured	\$15000000
		\$
		\$
		\$
		\$

**Total Construction Phase Cost**

\$15000000

**Actual or estimated date of completion (month and year):**

November 2033

**Other Phase**

Funding Source	Funding Status	Funding Amount
N/A	N/A	\$N/A
		\$
		\$
		\$
		\$

**Total Other Phase Cost**

\$0

**Actual or estimated date of completion (month and year):**

November 2033

**Project Summary**

**Total Estimated Project Cost:**

\$17680000

**Estimated Project Completion Date (month and year):**

November 2033

## Financial Documentation

*Please provide supporting documentation using the upload function below to demonstrate that all additional funds for the phase(s) for which PSRC funds are being requested are secure or reasonably expected.*

f-150-475-21553260\_ZaR7vAIQ\_RTCC2026-WSVR-CIPBudgetPage.pdf

f-150-480-21553260\_71kCJhLz\_RTCC2026-WSVR-EmergentNeed.pdf

N/A

**Please describe the secure or reasonably expected funds identified in the supporting documentation. For funds that are reasonably expected, an explanation of procedural steps with milestone dates for completion which will be taken to secure the funds for the project or program must also be included.**

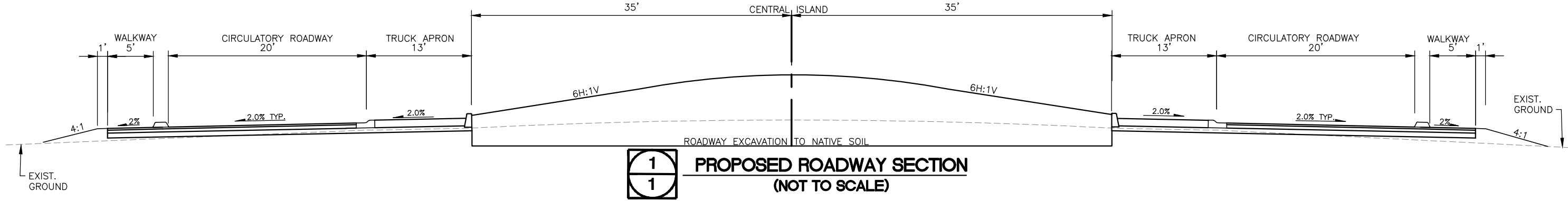
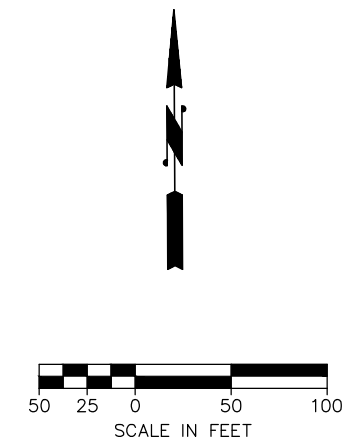
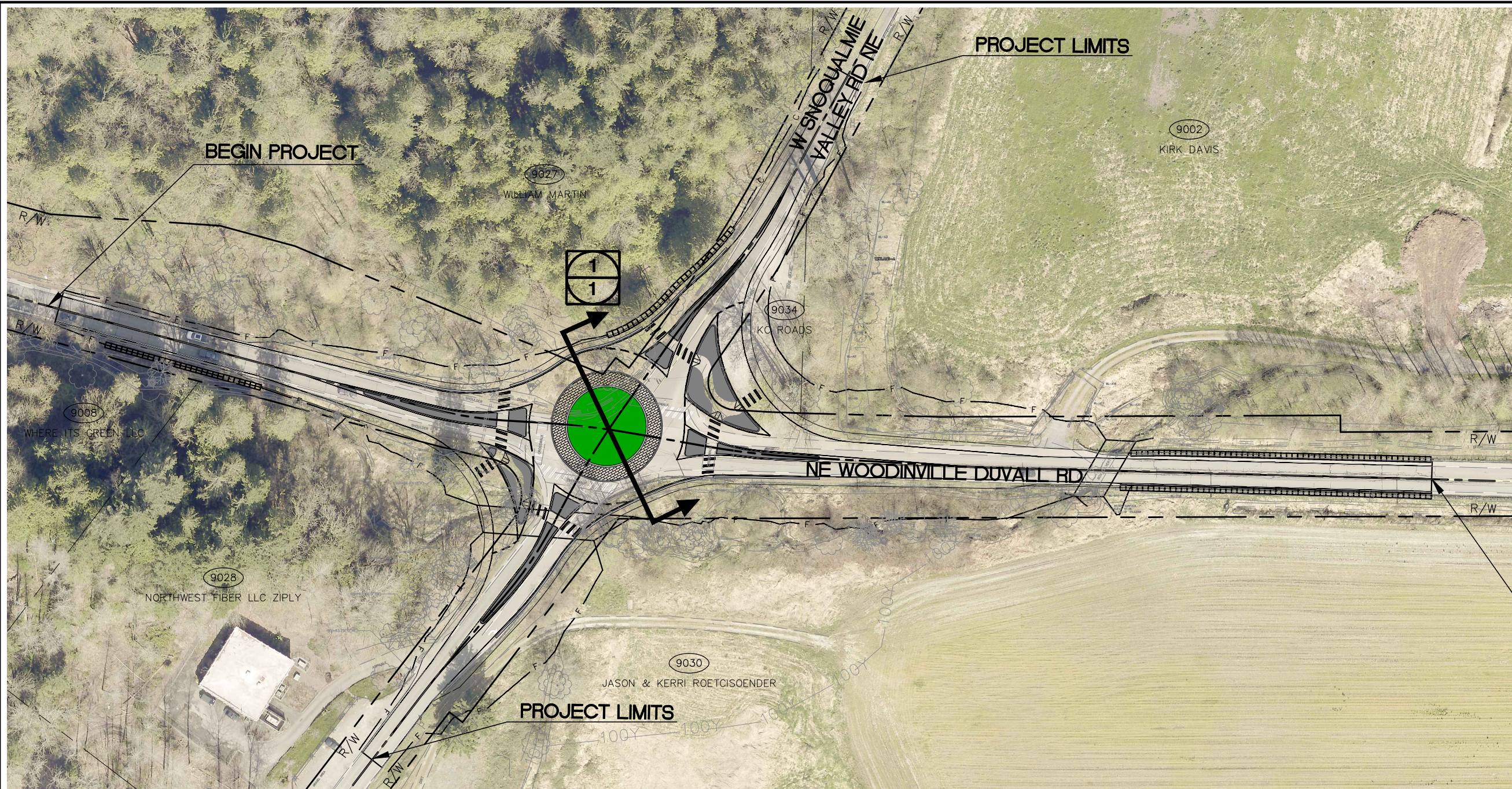
The attached CIP budget page for this project demonstrates the \$780,000 secured for design.

ROW funds are reasonably expected. Our financial documentation demonstrates that we have secured funding in our capital reserves through our emergent need funds to pay for ROW. Roads will propose ROW funding for this project in the 2030-2031 biennial budget. The budget will be submitted to the King County Council in September 2029 and is anticipated to be passed by Council in late fall/early winter 2029.

If Roads is unable to secure the funds by the obligation date, the use of emergent need funding can be authorized to fully fund the work.

*NOTE: Please contact Doug Cox (DCox@psrc.org) if you need to make updates to a submitted application prior to the deadline. After the deadline has passed, the form site will close.*

\\sd.kingcounty.gov\icloud\roads\ENProj\1134080-NE Woodinville Duvall Rd @ W Snoq Valley Rd NE\Development\Design Work\CADD\DESIGN CAD\CIVIL DESIGN CAD\Working Files\1134080-NE Woodinville Duvall Rd.dwg



SURVEY JOB NO:	18086	02/2019			
CHECKED:	J. EVANS	02/2019			
CAD ENTERED:	AV	---			
DESIGNED:	AV	---			
CHECKED:	JL	---			
SUPERVISOR:	AM	---			
	NUM.	REVISION	BY	DATE	

CONCEPTUAL DESIGN  
04/2026

FED. AID No. \_\_\_\_\_

PROJECT No. 1134080

MAINTENANCE DIVISION No. 1

PRELIMINARY  
NOT FOR  
CONSTRUCTION

KING COUNTY DEPT. OF LOCAL SERVICES  
LEON RICHARDSON, DIRECTOR  
**NE WOODINVILLE DUVALL RD  
AT W SNOQUALMIE VALLEY RD NE  
INTERSECTION IMPROVEMENT**  
VICINITY MAP AND ROADWAY SECTION

SHEET  
**1**  
OF  
SHEETS

320-82 (1)

1134080 RSD NE WOODINVILLE-DUVAL ROAD AT WEST SNOQUALMIE VALLEY ROAD NE IMPROVEMENTS  
 NE Woodinville Duvall Road at West Snoqualmie Valley Road NE, west of the City of Duvall

<b>Department</b>	Local Services	<b>SPRS Goal</b>	Safety	<b>Council District</b>	3 - Perry
<b>Fund</b>	3865	<b>Major Class of Work</b>	Intersection	<b>Lat</b>	47.743654
<b>Cost Center</b>	C865501	<b>Functional Class</b>	Urban Principal Arterial	<b>Long</b>	-122.008823
<b>Award</b>	119003	<b>Tier</b>	1		

<b>Manager</b>	Archuleta
<b>Supervisor</b>	McManus
<b>Project Mgr.</b>	Linders

**Appropriated and Planned**

Phase	Prior Years Expenditures	2024 Budget	2025 Adopted	2026	2027	2028	2029	2030	Total 2025-2030	Phase Total
1 - Planning										
2 - Prelim Design	219,554	(19,554)								200,000
3 - Final Design		350,000	230,000						230,000	580,000
4 - Implementation										
5 - Closeout										
6 - Acquisition										
<b>Annual Project Total</b>	<b>219,554</b>	<b>330,446</b>	<b>230,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>230,000</b>	<b>780,000</b>

**Revenue Sources**

30800 - BUDGETED FUND BALANCE	219,554	330,446	230,000						230,000	
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<b>Annual Revenue Total</b>	<b>219,554</b>	<b>330,446</b>	<b>230,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>230,000</b>	
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**Scope**

This project will design and construct improvements to the intersection of NE Woodinville Duvall Road at West Snoqualmie Valley Road NE.

**Justification**

This project will improve the safety of road users in north King County, particularly at this high crash intersection. Additional improvements include removing and replacing a temporary steel bridge and significant drainage improvements to Tuck Creek. NE Woodinville Duvall Road is a major east-west arterial between the cities of Duvall and Woodinville. West Snoqualmie Valley Road NE functions as a major north-south arterial between the Snohomish County line to near Ames Lake.

Between 2013 and 2017, there were 28 collisions recorded at this intersection. The collision rate during this period was 1.3 per million entering vehicles, making this a high collision location in need of improvement (a collision rate over 0.9 per million entering vehicles is considered a high collision location).

**Status**

Preliminary design

1129592 RSD EMERGENT NEED 3865

Administrative

Department	Local Services	SPRS Goal	Other	Council District	10 - All
Fund	3865	Major Class of Work	N/A	Lat	N/A
Cost Center	C86501	Functional Class	N/A	Long	N/A
Award	117481	Tier	N/A		

Manager	Mitchell
Supervisor	Mitchell
Project Migr.	

**Appropriated and Planned**

Phase	Prior Years Expenditures	2024 Budget	2025 Adopted	2026	2027	2028	2029	2030	Total 2025-2030	Phase Total
1 - Planning										
2 - Prelim Design										
3 - Final Design										
4 - Implementation		1,318,448	700,000	700,000		700,000		700,000	2,800,000	4,118,448
5 - Closeout										
6 - Acquisition										
<b>Annual Project Total</b>	<b>0</b>	<b>1,318,448</b>	<b>700,000</b>	<b>700,000</b>	<b>0</b>	<b>700,000</b>	<b>0</b>	<b>700,000</b>	<b>2,800,000</b>	<b>4,118,448</b>

**Revenue Sources**

30800 - BUDGETED FUND BALANCE	1,318,448									
39782 - CONTRIB COUNTY ROAD FUND			499,908						499,908	
39789 - CONTRIB REET #1			200,092						200,092	
<b>Annual Revenue Total</b>	<b>0</b>	<b>1,318,448</b>	<b>700,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>700,000</b>	

This provides funding for existing projects that experience unforeseen circumstances such as delay, match for additional grant funding, or required accelerations.

**Justification**

This project allows Roads flexibility with project implementation. It is to cover costs for unforeseen circumstances and developments not anticipated at the time of budget adoption. If Roads did not have the flexibility of this project to expediently transfer appropriation, the ability of the division to proactively manage projects would be limited.

**Status**

Ongoing

on addressing critical safety needs and deterioration rather than planned preservation and maintenance. The division anticipates the need to continue to focus available resources on unplanned failures and system deterioration; not all of these needs will be met, which will result in restricted or closed roads and bridges.

Additionally, the unincorporated county road network needs restorative infrastructure investment in traditionally underserved communities. Mobility connects people with opportunities; whether for school, work, or play, the ability to safely and efficiently navigate King County is critical for creating an environment for people to thrive. Investments in these communities were deferred due to anticipated annexations, which have not occurred. Urban segments of the unincorporated road network have some of the oldest infrastructure in the county. This infrastructure was not built to meet current urban standards or to support multimodal transportation. Historic methods for evaluating and prioritizing infrastructure investments have not centered equity. County planning and engagement efforts have highlighted the needs and opportunities for an enhanced, pro-equity, anti-racism, approach to managing and investing in the road system.

In 2015, King County convened a panel of regional leaders and community members to explore solutions for maintaining and preserving the aging bridge and road system in unincorporated King County. The Bridges and Roads Task Force reviewed the history of the roads funding crisis, its current context, and an independent consultant analysis that identified a funding gap of \$250 million to \$400 million a year to maintain, replace, and improve county bridges and roads. In 2017 and 2018, King County collaborated with the Sound Cities Association, King County cities, the Puget Sound Regional Council, and the Washington State Department of Transportation on a Regional Transportation System Initiative to identify the critical connecting roads that comprise the regional road network and to identify unmet maintenance, operations, and capital needs. King County continues to work with local and regional partners to advance regional transportation funding solutions. See Chapter 6 of this report for additional Roads funding detail.

## 1.5 Rural Regional Corridors

Rural Regional Corridors are recognized in the *King County Comprehensive Plan* as segments of certain arterials that pass through rural lands to primarily connect urban areas. This type of roadway plays a key mobility role in the regional transportation system. While county policy generally prohibits adding capacity on arterial roads in the rural area, a limited exception is made for Rural Regional Corridors. These corridors may receive capacity improvements if the increased capacity is designed to serve mobility and safety needs of the urban population, while discouraging inappropriate development in the surrounding Rural Area and Natural Resource Lands.

Rural Regional Corridors must be classified as Principal Arterials and carry high traffic volumes, defined as a minimum of 15,000 average daily trips. They also have at least half of their p.m. peak (evening commute) trips traveling to cities or other counties. They connect one urban area to another, or to a highway of statewide significance that provides such connection, by traversing the rural area.

Based on the criteria set by the comprehensive plan, the following King County unincorporated area roads currently qualify as Rural Regional Corridors (Table 1).

**Table 1. Rural Regional Corridors of Unincorporated King County**

	NE Woodinville Duvall Road	NE Novelty Hill Road	Issaquah Hobart Road SE	Avondale Road NE
<b>Limits</b>	Woodinville city limits to Duvall city limits	Redmond city limits to West Snoqualmie Valley Road	Issaquah city limits to SR-18	NE 116 <sup>th</sup> to Woodinville-Duvall Road
<b>King County Arterial Classification</b>	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial
<b>2021 Average Daily Traffic</b>	<b>18,000</b>	<b>24,000</b>	<b>19,000</b>	<b>22,000</b>

## 1.6 How is the TNR Used?

Roads makes use of the TNR in a variety of ways, including to support interagency and intra-agency coordination, to inform annexation discussions, to assess proposed development actions, to review proposed road vacations, and to inform the Roads grant program.

**Interagency Coordination:** The TNR leverages improved coordination between the Puget Sound Regional Council (PSRC), King County, and other jurisdictions, including the Washington State Department of Transportation (WSDOT), cities, and counties. The PSRC transportation model incorporates the capacity projects anticipated by local agencies. By clearly showing the scope, location, and cost of unincorporated King County road system needs, the TNR provides PSRC and other jurisdictions with information that supports regional collaboration, modeling, and cooperative solutions.

**King County Intra-Agency Collaboration:** The TNR supports collaboration among King County agencies. The TNR project list is consulted to understand the relationship between road system needs and other county priorities and to help identify projects with multiple benefits.

**Annexations:** As cities consider annexation of portions of unincorporated King County, the TNR provides useful summary information regarding transportation needs associated with those areas.

**Development Review:** The TNR project list is one of the tools used during reviews of proposed developments to better understand how the proposals relate to broader transportation needs of the unincorporated King County road system. The TNR can help to determine the appropriate infrastructure improvements associated with new development.

**Road Vacation:** Property owners can petition King County to have portions of the county’s unused road rights-of-way sold to them if the property is not needed for current or future transportation purposes. The TNR is used to identify future projects on the road system and is one tool in the road vacation process.

**Grants:** As grant opportunities emerge, the TNR is consulted to identify transportation project needs that are consistent with the granting authority’s requirements.

- T-207** King County shall consider the safety, needs, and abilities of active transportation users in the planning, design, construction, maintenance, preservation, and operation of road infrastructure and other transportation facilities.
- T-208** Consistent with the priorities defined in the County's transportation plans and the Regional Growth Strategy, active transportation system investments should aim to increase safety, accessibility, and mobility; facilitate mode integration and intermodal connections; improve access to centers, where appropriate; and provide opportunities for healthy activity and alternatives to driving for all populations.
- T-209** King County shall evaluate active transportation improvements in its road construction projects and shall implement these improvements where appropriate and feasible.
- T-210** In unincorporated areas of King County, the following needs shall be given the highest priority when identifying, planning, and programming active transportation improvements:
- a. Addressing known collision locations;
  - b. Fostering safe active transportation routes to schools and other areas where school-aged children regularly assemble;
  - c. Filling gaps in, or enhancing connections to, the Regional Trails network;
  - d. Serving locations of high concentration of pedestrian and/or bicycle traffic; and
  - e. Providing safe routes to transit.
- T-211** In urban areas, active transportation improvements should increase access to transit and urban centers while enhancing community connections to parks, local trails, shopping, libraries, healthcare, and other public and private services and facilities.
- T-212** The King County Regional Trails network shall be the centerpiece of the network for active transportation in the Rural Area and Natural Resource Lands. The County's efforts to enhance the Rural Area and Natural Resource Lands active transportation network should include completing the Regional Trails network's gaps, coordinating road and trail projects whenever possible, considering access from roadways such as gateway (trailhead) parking, and enhancing access to transit, especially park-and-ride lots and transit centers.
- T-213** The Regional Trails network, and its use, shall be for both recreation and transportation purposes. Not all facilities are appropriate for all modes and may have restrictions on the use of any mode.
- T-214** In the Rural Area and Natural Resource Lands, active transportation improvements shall be provided at rural levels of service, preserve rural character, and avoid impacts to the environment and significant historic properties.
- T-215** To increase equitable access to walking, bicycling, and transit mobility options, the County should actively seek grant funding to improve active transportation infrastructure that serves the needs of historically underinvested groups, people with disabilities, seniors, and people with special transportation needs.

- T-229** Revenue from congestion pricing and other road usage pricing should be used to improve, preserve, and operate the transportation system, including transit and other multimodal investments, as well as to help fund improvements that address the diversionary impacts on non-tolled facilities.
- T-230** King County shall provide culturally appropriate opportunities to inform and participate in programs that increase access to effective alternatives to driving alone for households at or below 80 percent of area median income; Black, Indigenous, and other People of Color; people speaking languages other than English; immigrants; and refugees.

## IV. Roads

### A. Road System

- T-301** King County shall not construct and shall oppose the construction by other agencies of any new arterials or highways in the Rural Area or Natural Resource Lands.
- T-302** King County recognizes the importance to regional and local mobility of existing state highways that traverse the Rural Area and Natural Resource Lands and should advocate for state and federal agencies to improve the safety, efficiency, and resiliency of these facilities where they prevent unplanned development in the Rural Area and Natural Resource Lands and preserve rural character.
- T-303** King County shall not expand capacity of existing arterial roads in the Rural Area or Natural Resource Lands, except for roads where needed for safety, or for segments of rural regional corridors that pass through the Rural Area or Natural Resource Lands, or both, to accommodate levels of traffic between urban areas. Appropriate rural development regulations and strong commitments to access management should be in place prior to authorizing capacity expansion of rural regional corridors to prevent unplanned growth in the Rural Area and Natural Resource Lands. Rural regional corridors shall be identified in the Transportation Needs Report (Appendix C1) and shall meet all of the following criteria:
- a. Connects one urban area to another, or to a highway of statewide significance that provides such connection, by traversing the Rural Area and Natural Resource Lands;
  - b. Classified as a principal arterial;
  - c. Carries high traffic volumes (at least 15,000 average daily traffic); and
  - d. At least half of p.m. peak trips on the corridor are traveling to cities or other counties.
- T-304** Any capacity increases to rural regional corridors shall be designed to accommodate levels of traffic between urban areas consistent with Comprehensive Plan policies regarding development in the surrounding Rural Area or Natural Resource Lands. The County shall seek to maximize the efficient use of existing roadway capacity before considering adding new capacity to rural regional corridors.

- Acknowledge that Black, Indigenous, and other People of Color; households at or below 80 percent of area median income; people speaking languages other than English; immigrants; and refugees disproportionately reside in some King County neighborhoods. The County also recognizes that these groups of people are dispersed across the county.
- T-311 King County shall maintain and preserve the unincorporated area road system to keep it operating safely, protect mobility and infrastructure investments, and maximize the useful life of transportation assets to the extent feasible under available funding levels.**
- T-312 To keep the most vital components of the road system operational for users, King County should use a decision framework that considers road function, life-safety needs, network connectivity, traffic volume, transit use, and other assessment criteria to both guide service provision and help direct investments toward the most critical needs when additional resources are available.**
- T-313 King County should fund safety, essential regulatory compliance, and maintenance and preservation needs of the existing road system prior to mobility and capacity improvements.**
- T-314 Maintenance and preservation of the unincorporated rural roadway system shall be emphasized in long-term planning and asset management in recognition of the fact that Rural Area and Natural Resource Land roads and bridges will remain the County's long-term responsibility after all annexations are complete.**
- T-315 King County should contribute to achieving the state traffic safety goal of zero deaths and serious injuries using a safe systems approach, through which road system managers, public health organizations, law enforcement agencies, emergency responders, road users, and other parties collaborate to prioritize the elimination of crashes that result in death and serious injuries.**
- T-316 Decisions on long-term road closures and abandonments should be made based on public safety considerations, technical or engineering standards, and the policy guidance set forth in the Strategic Plan for Road Services, including preservation of local access to adjacent property. Impacts to residents, businesses, and other road users or affected parties should be identified and communicated to them in a timely manner.**
- T-317 Roadway stormwater facilities are an integral component of a properly functioning transportation network and shall be maintained, preserved, and, when feasible, upgraded to protect infrastructure, public health, and the natural environment, as well as meet federal, state, and local regulations.**
- T-318 Road projects and programs should be implemented in ways that avoid or minimize negative impacts to, as well as seek to provide positive benefits for, historically underinvested groups, people with disabilities, seniors, and people with special transportation needs.**

- T-319** To facilitate the establishment of a safe and efficient traffic circulation network reflecting all transportation modes and to retain the availability of access to adjacent properties, the County shall review and comment on the appropriate placement of new or major modified facilities or physical barriers, such as buildings, utilities, and surface water management facilities in or adjacent to road rights-of-way.
- T-320** King County should design and operate roads to direct pass-through traffic away from local roads and encourage such traffic to use highways or arterials, which are designed to accommodate higher traffic volumes at higher speeds.
- T-321** The King County Road Design and Construction Standards shall promote safe, cost-effective roads that, to the extent practical and allowed by law, incorporate complete streets infrastructure to balance the health and safety needs of all road users, contribute to the state traffic safety goal of zero deaths and serious injuries, and reflect the function of the road and the different needs of and service levels for the Urban Growth Area and Rural Area and Natural Resource Lands.
- T-322** King County should provide road services in a manner that is sensitive to the natural environment, historic properties, and archaeological resources, and to design new facilities that fit within the context of the built or natural environments in which they are located.
- T-323** King County should preserve its identified Heritage Corridors through context-sensitive design, planning, and maintenance, as exemplars of historic and scenic character. In-kind replacement of road and roadside features and the use of materials that complement the character of each corridor should be utilized to the extent feasible and meets safety needs. King County should encourage adjacent property owners, through outreach efforts, to similarly support the preservation of these corridors.
- T-324** King County shall support and encourage the preservation and enhancement of scenic, historic, and recreational resources along the designated Washington Scenic and Recreational Highways located in the county. The corridor management plans established for these highways should be considered in the development and implementation of King County's plans, projects, and programs.

## V. Air Travel

### A. Airports

- T-401** King County should use its authority, including zoning, permitting, and development standards, to protect the Bandera, Vashon, and Skykomish public-use airports and private airports from encroachment of non-compatible land uses. Compatible airport land uses are those that comply with Federal Aviation Administration guidance on location, height, and activity that provide for safe aircraft movement, airport operations, including expansion, and community safety.

### B. Air Transportation

- T-402** King County shall plan, design, and implement services, programs, and facilities for the King County International Airport to support a safe, secure, and efficient global aerospace system.

**LU-H:** Provide connectivity and accessibility between destination areas via a variety of transportation modes by providing a gridded road network, bike lanes, sidewalks, and trails.

**LU-I:** Foster a sense of community through civic engagement, a lively arts community, is provided through a historic preservation, public art, and thoughtfully designed public spaces.

**LU-J:** Cultivate Duvall as a tourist destination that welcomes visitors with arts, cultural activities, and festivals that support a vibrant economy.

**LU-K:** Ensure that future Urban Growth Area (UGA) annexations are consistent with Duvall's land use and circulation patterns and do not adversely impact the City and its finances.

**LU-L:** Facilitate conservation in recognition that Duvall and its surrounding landscape have a natural beauty that should be preserved and showcased.

## LU 7 Economic Development Policies

LU 7.1	Encourage commercial, small-scale manufacturing, makers' space, flexible spaces, and institutional uses to support family-wage jobs, provide locally attractive goods and services, foster entrepreneurship and new business development, and create opportunities for workforce training.			\$		
LU 7.2	Encourage the development of innovative commercial projects, such as village-style shopping centers, south of Old Town. Establish buffers between commercial and industrial zones adjacent to residential areas, incorporating features such as existing vegetation, berms, fences, and landscaping.			\$		
LU 7.3	Support the establishment of regionally significant facilities that provide substantial public benefits and contribute to the diversification of Duvall's economy.			\$		
LU 7.4	Encourage the development of lodging facilities that are consistent with Duvall's character.			\$		
LU 7.5	Encourage the development of affordable live/work artist studios to bolster Duvall's artist community. Explore partnership opportunities with nonprofit organizations to develop studio and gallery spaces in existing buildings or new developments.			\$		
LU 7.6	Support City-sponsored festivals and cultural activities that promote Duvall, local businesses, and the arts communities while providing quality arts-related events that foster a strong sense of place for both residents and visitors.			\$		
LU 7.7	Support existing businesses to prevent displacement during market changes, growth, and development.			\$		

### Employment Capacity

The majority of Duvall's residents travel to employment and shopping centers outside of the City, and only a small portion of the population is employed within the city limits. There are just over five residents for every job – significantly lower than the King County rate of about one person for every job in King County (PSRC LUV-it). The Economic Development Element contains analysis of current and projected employment.

Over half of working Duvall residents are in the management, business, science and arts occupations, of which the largest percentage is employed by professional, scientific, and management and administrative industries- in which the regional tech industry is represented<sup>5</sup>. The King County Countywide Planning Policies (CPPs) include the 2044 employment target for Duvall at an additional 990 jobs. This equates to about 1.1 new jobs per household. While this number is average among other similar-sized cities, it is far lower than nearby cities such as Redmond and Bellevue. This is not a result of Duvall's small population size, but rather the diverse and abundant employment opportunities available in neighboring communities. Duvall's residential growth rate currently surpasses economic growth and is expected to continue doing so until the city expands its employment base. Furthermore, as housing costs in Duvall continue to outpace the availability of higher-paying jobs, the demand for a sufficient supply of affordable housing grows.







**Table LU-2. Jobs and Household Targets**





	Jobs Target 2019-2044	Household Target 2019-2044
Duvall	990	890

Source: 2021 King County Countywide Planning Policies





<sup>5</sup> 2022 ACS 5-Year Estimates, Table DP03

ED 1.15	Support, recognize, and empower the contributions of the region's culturally and ethnically diverse communities, institutions, and Native Tribes.						
<b>Goal ED 2: The City's economic development outcomes are maximized through collaboration with private and public agencies, community groups, and economic development groups which leverages investment and builds relationships.</b>							
ED 2.1	Work with economic development groups, such as the Chamber of Commerce or Rotary, to coordinate business recruitment, marketing, and tourism promotion in Duvall. Monitor programs offered by the State of Washington (such as the State of Washington Tourism "SWT" grant programs).						
ED 2.2	Collaborate with neighboring cities and agencies (such as the King County Office of Economic Opportunity and Creative Economy) to develop economic strategies that promote diversification of business and industry throughout the region and emphasize Valley collaboration.						
ED 2.3	Coordinate with other jurisdictions to identify infrastructure deficiencies and plan for needed improvements to allow for regional economic growth.						
ED 2.4	Collaborate with other Snoqualmie River Valley cities to boost the Valley's agri-tourism and eco-tourism draw through unified marketing.						
ED 2.5	Foster partnerships among community leaders and businesses to explore equitable cost/benefit trade-offs between private and public sector interests for the costs to improve infrastructure, utility systems, and facilities that support economic vitality.						

ED 5.5	Preserve Duvall's unique and cohesive community identity while recognizing and enhancing the distinct neighborhoods and subareas. Collaborate with partners, including the City of Duvall Cultural Commission <sup>2</sup> , to support community events, public art, and infrastructure investments that celebrate cultural heritage, provide community amenities, and strengthen community branding.						
ED 5.6	Actively promote the city's natural, cultural, artistic, and agricultural assets, and in support of this, work with partners such as the Savor Snoqualmie Valley and Mountains to Sound Greenway Trust. <sup>3</sup>						
ED 5.7	Sustain and leverage the City's natural, cultural, artistic, and agricultural assets to attract businesses and consumers throughout the region.						

**Goal ED6: Duvall is a regional destination for visitors focused on eco-tourism, the creative economy, and agri-tourism.**

ED 6.1	Enhance the visitor experience with maps, directories, and signage to clearly identify city trails and other points of interest. Consider offering annual familiarization ("FAM") tours for tourism professionals, media, real estate agents and other targeted groups to showcase Duvall's unique opportunities. These tours could focus on themes such as Duvall's Old Town, Summer Events, and distinctive local destinations.						
ED 6.2	Market opportunities for boutique hotels, bed-and-breakfasts, and other forms of small-scale lodging to be located in Duvall.						

<sup>2</sup> Duvall Cultural Commission: <https://stories.opengov.com/duvallwa/published/Ke6dMU01v>

<sup>3</sup> Savor Snoqualmie Valley and Mountains to Sound Greenway Trust: <https://duvallwa.gov/DocumentCenter/View/11227/2021-27-with-Mountains-To-Sound-Greenway-Trust?bidId=>

**Income**

In 2022, the median household income was roughly \$169,000 annually, which is over \$70,000 higher than King County’s median income. Duvall’s median household income was higher than that of Snohomish, Monroe, Woodinville, and Redmond, but lower than North Bend and Snoqualmie.

**Commuting**

Duvall’s businesses depend heavily on workers from other communities, with over 1,000 commuters traveling to Duvall for work each workday. Many Duvall residents also work outside the city, and nearly one-third worked remotely in 2022. For those who do commute to physical workplaces, the average commute time is just over 30 minutes, with most heading to Redmond, Seattle, and Bellevue.

**POPULATION PROJECTIONS**

The PSRC provides employment and population forecasts at the regional and local levels to guide regional transportation and land use planning. Between 2020 to 2044, Duvall is projected to add 1,530 people to its population, representing a 19% increase. This growth rate is less than half of what Duvall experienced between 2000 and 2020. In comparison, King County is expected to see a 27% increase in population over the same period.

**Figure ED- 2. Projected Population, Duvall, and King County (2020 and 2044)**

	2020 POPULATION	2044 POPULATION	PERCENT CHANGE	AAGR
<b>CITY OF DUVALL</b>	<b>8,063</b>	<b>9,593</b>	<b>19%</b>	<b>3.86%</b>
<b>KING COUNTY</b>	<b>2,268,624</b>	<b>2,885,346</b>	<b>27%</b>	<b>4.79%</b>

Source: LUV-it City Summaries 2023. (Average Annual Growth Rate (AAGR)).

**EMPLOYMENT TRENDS**












From 2010 to 2023, Duvall added an estimated 432 employees, a roughly 36% increase. This was characterized by steady but modest increments each year, with the most significant surge occurring from 2021 to 2022. While it is premature to confirm a definitive trend, it is possible that this increase correlates with higher-earning workers transitioning to

**Figure ED- 18. City of Duvall Economic Development Strengths, Weaknesses, Opportunities, and Threats**







STRENGTHS	WEAKNESSES
<ul style="list-style-type: none"> <li>• Desirable community, strong growth, with access from SR 203.</li> <li>• Strong local-serving retail developments, support for local businesses (few vacancies Downtown).</li> <li>• Capacity for residential and commercial growth.</li> <li>• Many local community events, attractive riverfront.</li> <li>• Active Chamber and continued collaboration with the Cultural Commission and partners including the Port of Seattle, Mountians to Sound Greenway, Snoqualmie Tribe.</li> <li>• Small towns situated in rural areas are popular destinations for visitors from urban areas.</li> <li>• High quality of life with many amenities, including outdoor activities, recreation, and arts and cultural community events.</li> </ul>	<ul style="list-style-type: none"> <li>• Isolated from population centers and major regional transportation routes.</li> <li>• Shortage of high-paying professional jobs.</li> <li>• Shortage of affordable workforce housing.</li> <li>• Lack of commercial establishments, regional healthcare &amp; cultural facilities.</li> <li>• Lack of facilities that support visitors, especially lodging and limited lodging tax revenue.</li> <li>• Lower revenues to fund local public services than comparable cities, as determined by the Association of Washington Cities.</li> <li>• Lack of vacant industrial land.</li> <li>• Aging buildings in the Old Town area.</li> <li>• Limited commercial and office space availability.</li> </ul>
OPPORTUNITIES	THREATS
<ul style="list-style-type: none"> <li>• Commercial and residential uses can co-locate in mixed-use re/developments with attractive pedestrian-oriented settings.</li> <li>• Commercial support is needed for sustained residential growth.</li> <li>• High demand for additional retail businesses, capturing local spending.</li> <li>• Information-based primary employment can be located in somewhat remote sites.</li> <li>• Support for business incubation and small business spaces.</li> <li>• Support for creative economy strategies.</li> </ul>	<ul style="list-style-type: none"> <li>• Other communities compete for the same employers and visitors.</li> <li>• Commuters face increasing challenges related to regional travel, given congestion and cost.</li> <li>• Funding for infrastructure improvements is limited.</li> <li>• Maintaining local atmosphere and the unique quality of Duvall is challenging.</li> <li>• Flooding threats to local agricultural sectors and travel in and out of town.</li> <li>• Shortage of housing options available at a price people who work in the community can afford.</li> </ul>

<b>Goal T 3: Encourage and solicit public participation from local transportation advocacy groups in the planning, design, and implementation of a multimodal transportation system.</b>					
T 3.1	Incorporate racial and social equity in planning for transportation improvements, programs, and services in historically underserved neighborhoods and vulnerable populations.				
T 3.2	Prioritize Americans with Disabilities Act (ADA) improvements and ensure mobility choices for vulnerable populations, including persons with disabilities, the elderly, the young, and low-income populations throughout Duvall's transportation system.				

<b>Goal T 4: Maintain Main Street as the economic heart of Duvall and as an attractive destination for citizens, tourists, events, and businesses.</b>					
T 4.1	Preserve and enhance the visual character of the corridor to support Main Street's economic vitality.				
T 4.2	Solicit action by WSDOT and King County DOT to plan and construct improvements to State and County arterial systems needed to connect Duvall to regional employment and commercial districts.				
T 4.3	Collaborate with regional transportation management agencies to identify a truck bypass for SR 203 (Main Street) to minimize truck traffic through the City.				
T 4.4	Coordinate with WSDOT to continue implementing the agency's Access Management Guidelines along SR 203 (Main Street) to protect the function and economic viability of the city's downtown corridor.				
T 4.5	Work with King County DOT to determine future configuration or relocation of the Woodinville-Duvall Bridge.				

GOAL T 6: Transportation facilities are upgraded concurrently with new development to ensure the viability of the City's transportation system and to discourage urban sprawl.						
T 6.1	Provide mapped inventories of all major transportation modal networks, including automobile, transit, freight vehicle, sidewalks, bikeways, multiuse trails, airports, and railroads in the Transportation Plan.					
T 6.2	Implement adopted vehicle Level of Service (LOS) standard C for all major City arterial streets and LOS D for SR 203 (Main Street).					
T 6.3	Implement adopted Multimodal LOS Standards, as listed below: Green= Complete Network Link, meets City standard Yellow= Incomplete Network Link, doesn't meet City standards Red= Missing Network Link, doesn't meet City standards					
T 6.4	Implement adopted Transit-Supportive LOS Standards, as listed below: Green= ADA Compliant Pedestrian Connection to Transit Stop Yellow= Non-compliant Pedestrian Connection to Transit Stop Red= Missing Pedestrian Connection to Transit Stop					
T 6.5	Develop and implement a concurrency management system to assess the expected transportation impact of proposed development on the available capacity of the citywide transportation system. The City cannot apply concurrency to the Main Street Corridor or intersections along Main Street, as these are WSDOT facilities.					
T 6.6	Work with King County and PSRC to identify system improvements deemed necessary to accommodate growth while improving safety and human health.					
T 6.7	Prioritize funding to maintain, rehabilitate, or replace roadways in order to provide safe, efficient, and reliable movement of people, goods and services.					

Goal T 7: Interagency coordination supports ongoing funding and improvements to the local and regional transportation system.						
T 7.1	Use regional, state, and federal grants, local taxes and funds, impact fees, and other funding sources to budget for and implement capital projects as identified in the City's Capital Facilities Plan (CFP) and Transportation Improvement Program (TIP).					
T 7.2	Explore the feasibility of alternative and innovative transportation financing methods, such as maintaining the transportation benefit districts, or implementing new strategies such as user fees and other potential options to support ongoing maintenance, preservation, and operation of the City's transportation system.					
T 7.3	Develop a 20-year finance plan that balances transportation improvement needs, costs, and revenues available for all modes to assist in updating the Transportation Impact Fee (TIF) program and the annual adoption of the Six-Year TIP.					
T 7.4	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 7.5	Encourage King County Department of Transportation (DOT) and Washington State Department of Transportation (WSDOT) to improve capacity and safety for Duvall commuters outside of City limits.					
T 7.6	Coordinate with King and Snohomish counties, cities of Monroe and Carnation, WSDOT, the Washington Traffic Safety Commission, and PSRC to encourage state designation of SR 203 (Main Street) as a Highway Safety Corridor and allocate federal funding of the Rural Town Centers and Corridors Program to plan and fund safety improvement projects on SR 203 (Main Street).					

T 11.3	Install bicycle racks at new commercial developments, industrial developments, and city parks and open spaces (whether new or established) to accommodate bicycle use.						
T 11.4	Coordinate with local and state agencies to enhance pedestrian and bicycle safety on State and County roads, and encourage partnering agencies to implement improvements to local trails consistent with established corridor planning studies.						

**Goal T 12: Enhance vehicle parking availability and accessibility throughout the city by implementing efficient parking management strategies, expanding existing facilities, and promoting shared parking solutions to support local businesses and reduce congestion.**

T 12.1	Ensure adequate parking at businesses and residences for compact cars, motorcycles, and cyclists, to promote shared parking located at the side or rear of existing or proposed developments.						
T 12.2	Maintain public parking for McCormick Park and the Snoqualmie Valley Trail (at the police facility at Stephens Street and Railroad Avenue, and Duvall Village). Continue to support shared parking facilities as part of development or redevelopment of parks, trails, and open space.						
T 12.3	Support Old Town businesses by promoting short-term, on-street parking for patrons and educating businesses on reserving these spaces for customers, while encouraging employees to utilize off-street parking to prevent commuter parking in high-demand locations.						
T 12.4	Identify opportunities to establish public off-street parking lots within Duvall's downtown commercial corridor as resources permit.						

### **Transportation Finance**

The GMA requires the Transportation Element 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 Transportation Plan (2025). An 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 Transportation 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 Transportation Plan.

### **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.

### **Transportation Improvement Program**

The City of Duvall's Transportation Plan (2025) includes a 20-year Transportation Improvement Plan (TIP). The 20-year TIP includes planned major system-wide transportation upgrades to accommodate and mitigate forecast growth.

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. Projects included in the 20-year TIP

