

Public Engagement Summary

City of Duvall | 3rd Avenue NE
Reconstruction Project

Prepared by
KPG Psomas Inc.



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Executive Summary

Overview

The 3rd Avenue NE Reconstruction Project will provide complete streetscape improvements and widening of 3rd Avenue NE from NE 143rd Place to NE Stephens Street, including new continuous pedestrian and bicycle facilities. The initial phase of design includes an Alternative Analysis of options for the corridor layout, culminating in a 10% preliminary design based on the City's recommended alternative. This will be the basis for future final design of the corridor.

The City expects the development of the 10% preliminary layout and design to consider public input as well as available funding. The design consultant, KPG Psomas Inc., developed a public engagement plan to guide that process.

This public engagement campaign was initiated on February 16, 2022 and promoted through City email notifications, project webpage updates, and Facebook updates in order to encourage engagement from a wide swath of the community and advertise two Virtual Open House sessions, which were held on March 16th at 12pm and 6pm. Along with the online outreach efforts, door hangers were placed at homes along 3rd Avenue NE and nearby streets to advertise for the virtual open house. The City had a few email correspondences between homeowners and they are provided in this report.

The virtual open house sessions were attended by 15 participants (first session), 24 participants (second session) as well as 7-8 City staff/consultant team panelists. The presentations for the open house were conducted by Steven Leniszewski (City), Olivia Paraschiv (Consultant PM) and Coreen Schmidt (Consultant PLA). The presentations and discussions centered around three roadway segments of 3rd Avenue NE, including two alternative designs for the northern and Coe-Clemons roadway segment. Attendees asked questions and expressed their preferences for design through the open chat and individual comments. A summary of these questions, comment and responses is provided in this report.

Immediately after the first virtual open house session, an online survey was launched and ran until April 15, 2022. The online survey link was posted on the City's Facebook social media site and City's project website. One hundred forty-four respondents provided feedback about the design alternative options, traffic control, and placemaking elements for the three roadway segments; additional feedback was received via Facebook comments, primarily pertaining to technical/troubleshooting issues related to the virtual open house and survey usability.

3rd Avenue NE Reconstruction Project

We want to hear from you!

The **3rd Avenue NE Reconstruction** project will be proposing Alternatives Analysis on 3rd Avenue NE between NE 143rd Place and NE Stephens Street and will need your input to arrive to a preliminary design layout to be moved forward to final design.

The **Alternatives Analysis** will consider planters, sidewalk, and widening the road to include new and continuous facilities for pedestrians and bicyclists.

SHARE YOUR THOUGHTS

ATTEND VIRTUAL OPEN HOUSE
When: Wednesday, March 16, 2022
Where: Zoom Meeting Sessions
Times: 12:00-1:00pm & 6:00-7:00pm

SCAN QR CODE ABOVE TO VISIT THE PROJECT WEBSITE
<http://www.duvallwa.gov/303/Current-Projects>

LEGEND
STREET IMPROVEMENTS
LOW CLEARANCE OBSTACLE
ROADWAY IMPROVEMENTS

To learn more visit the project website:
<http://www.duvallwa.gov/303/Current-Projects>

Questions? Please send your email inquiries to transportation@duvallwa.gov

Public comments and feedback from the online survey, Facebook-posted comments, virtual open house sessions, and City/public email correspondences were collected and discussed internally among the design consultant and City staff. The compiled findings and feedback are attached in this report and have been summarized in the following pages. The italicized public comments have not been modified in any way. A few public comments that the design team felt exemplified frequent themes or raised noteworthy points on key issues and design considerations for the project have been highlighted.

The compiled public feedback from the online survey, Facebook-posted comments, virtual open house sessions, and City/public email correspondences showed a preference for the shared-use path alternative, or 'Option 2'. Based on this result, staff and the consultant discussed exploring a third alternative, or 'Option 3', of extending the shared-use path south past Kennedy St through the entire project limits. All three options were presented to City Council for their selection of a preferred alternative to move forward into final design when funding is allocated. City staff recommended Option 3 and gained full support from City Council on June 7, 2022.

Reoccurring Public Outreach Comments

A review of the public outreach comments revealed several reoccurring themes, which we have summarized below, along with representative comments.

- Many commenters expressed a desire to maintain the existing character of the roadway and the City of Duvall.

"Hope you can hit the 'sweet spot' of helping keep Duvall feeling like a small town, while accommodating increased traffic and pedestrian safety."

"I am very happy that the weaviness of the road is being preserved. Please resist any efforts to optimize this corridor for cars (though it should accommodate them)."

"Love anything that adds an art like feel to our city."

- The shared-use path option had many proponents, who generally liked that it felt safer and more inviting for children and families walking and biking along 3rd Ave NE.

"Consistent with the unanimous community feedback in the presentation, Option 2 is much preferred to protect our most vulnerable uses (children) and maximize the benefit for walking as a group and walking with children riding their bikes."

"I don't see a lot of people biking on this road, but it is used by lots of pedestrians. A wider path would allow groups of pedestrians to pass each other easier. The bikers I do see are typically young and would likely not be comfortable riding in the road."

"[The shared-use path option] looks better and 'real' cyclists will still use the city streets. Better for families and kids on bikes."

- However some commenters felt that stronger/faster cyclists should/would prefer to ride on the roadway to reduce conflicts with pedestrians including kids and dogs, and also due to the existing traffic-calmed nature of the corridor.

"As a biker, it's easier to have a separate ride lane from pedestrians. Pedestrians mostly feel like a sidewalk is meant for walking and not bikes."

"Bikes, dogs, and people are a bit much for a sidewalk."

"Having the bike lanes is safer for pedestrians and pets, and allows cyclists to maintain their speed making cycling more effective."

- Many commenters appreciated the planted buffer between the shared-use path (or sidewalk) and the roadway for safety and aesthetic reasons, however some were concerned about long-term maintenance.

"The trees between the road and shared use lane provide a functional and aesthetic break from the paved surfaces."

"It's much safer for walking with my kids! The planter gives a very clear visual boundary for them to stay within.. and a better visual for drivers to stay in their lane as well"

"When planters and other gardening features are added to roads they look beautiful at first but then turn shoddy due to lack of maintenance. If you install such things please take the fact that they need to be tended and maintained into consideration."

- Lighting levels on the corridor were a frequent concern, particularly at locations where children wait for the school bus.

"I'll just note that at 145th and 3rd Ave NE - there is no lighting and children catch the bus at this intersection at early and late hours when it's dark out."

"Adding sidewalks and lighting along this heavily travelled section will be a great advancement to make this a safe place to walk, bike and ride your vehicle."

- There was a common desire for improvements to the Park Street intersection for safer access to Taylor Park, including better lighting and a crosswalk with flashing beacon.

"...Please also consider a flashing when in use pedestrian light at the crosswalk from the SU path across to Park St as a main corridor for park access."

"I also think it was a great suggestion about having a cross walk sign/light or other option for kids crossing to go to the park. Cars currently don't stop for pedestrians who cross from the east side of 3rd Ave NE to the west side to get to the park or walking into town down this same path."

- The need for traffic calming was expressed by many commenters.

"Consider raised crosswalks, or something that creates a physical calming effect on the traffic."

"I'd like to see this route stay as narrow as possible so that 203 stays the main traffic flow"

"[The bike lane option] still widens the "road area" which means cares would probably be more comfortable going faster and they already drive WAY too fast down 3rd."

- Many commenters supported the roundabouts at NE 143rd St and NE 145th St.

"This is a great proposal and the roundabout at 145th is sorely needed as compliance with the 4-way stop is irregular."

"Drivers often neglect to stop. This would at least force them to slow down."

"Roundabouts at 143rd and 145th will be significant in making these intersections safer."

- However, some commenters expressed concerns that the roundabouts would not provide sufficient traffic calming or would become dominated by north-south traffic.

"As residents who live east on 143rd, this proposed design will make it much harder for us to cross 3rd Ave, both as pedestrians and by car. Currently, cars sometimes run the stop sign, but most do stop, which enables us to be seen and safely cross the street. This design means there could be continuous traffic on 3rd, which would not let us out of our neighborhood."

"Concerned flat roundabouts like big rock won't slow down cars enough."

- Several commenters noted safety concerns related to the existing alignment and limited sight distance at the 3rd Ave NE and NE 145th St intersection.

"The fence at the home on the south side of 3rd Ave NE and west side of 145th is a significant safety hazard for both pedestrians and vehicle traffic - it's a blind intersection as a result. Most vehicles have to pull significantly past the stop sign/white stripe to see if traffic/pedestrian is coming down 3rd avenue from the north."

"Fix the misaligned 145th St./3rd Ave intersection, including its visibility issues."

- A few commenters mentioned undergrounding the existing overhead lines.

"Please consider burying the low power lines while the road is under construction."

Additional Project Recommendations

In addition to the common themes that emerged from the public feedback highlighted above, the following project recommendations emerged from the survey responses.

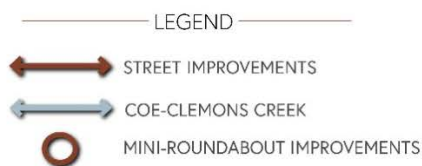
- Provide continuous, ADA-accessible pedestrian facilities throughout the project.

- Ensure that improvements benefit all users; vehicles, families (biking, strolling, rolling), cyclists and pets.
- Provide accommodations for waste disposal by installing appropriate number of trash receptacles and dog bag dispensers at key locations.
- Develop the shared-use path facility (option 2) for both the Coe-Clemons and southern segment.
- Provide safe, well-lit areas for children waiting for the bus.
- Integrate art or artistic placemaking elements into the project that represent the community.
- Fix the misaligned 145th St./3rd Ave intersection, including its visibility issues.

Project Organization & Goals

The project content for the virtual open house presentations and online survey was organized into three segments to help orient the public to the proposed improvements and features.

- Southern Segment (143rd Pl to Kennedy) incl. mini roundabouts.
- Coe-Clemons Segment (Kennedy to Park)
- Northern Section (Park to Ring)



To learn more visit the project website:
<http://www.duvallwa.gov/303/Current-Projects>

Questions? Please send your email inquires to
transportation@duvallwa.gov

The following project goals were conveyed to the public during the virtual open house presentations, online survey and City Council presentation.

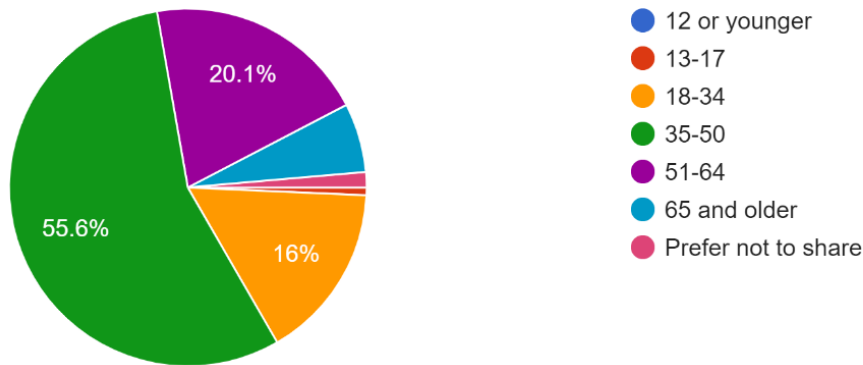
- Create a **context sensitive street design** based on public feedback.
- Improve **opportunities for residents** to travel around their community on **foot or by bike**.
- Maintain the **existing traffic-calming character** of the corridor.
- **Reflect** the neighborhood and natural **beauty** in the various project elements for improvement.
- Develop a flexible design approach to **mitigate impacts to trees** along the corridor.
- **Integrate placemaking** at key locations (i.e. mini roundabouts and at the Coe-Clemons Creek crossing).

Online Survey Public Engagement Profile

At the end of the online survey the public was asked a few questions pertaining to demographics and their relationship to the project.

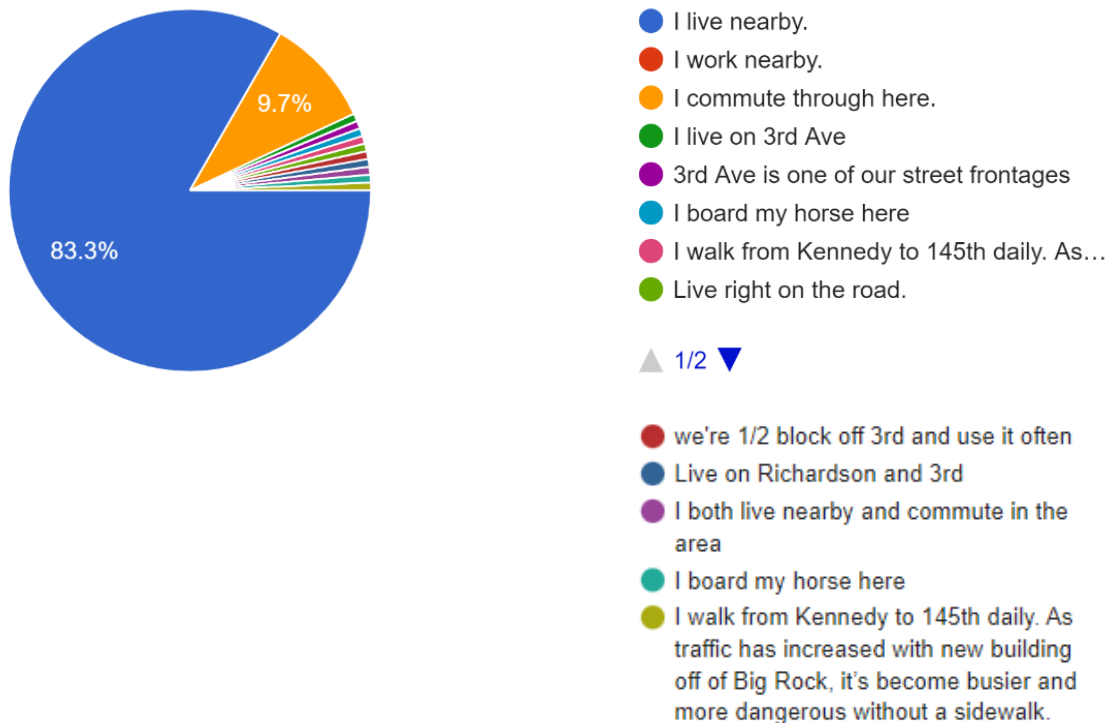
Survey Question: What is your age? *(144 out of 144 responses)*

There were a good mix of people of all ages contributing feedback for the Online Survey. A majority of the online survey responses came from those ages 35-50 (56.6%), 51-64 (20.1%) and 18-34 (16%).



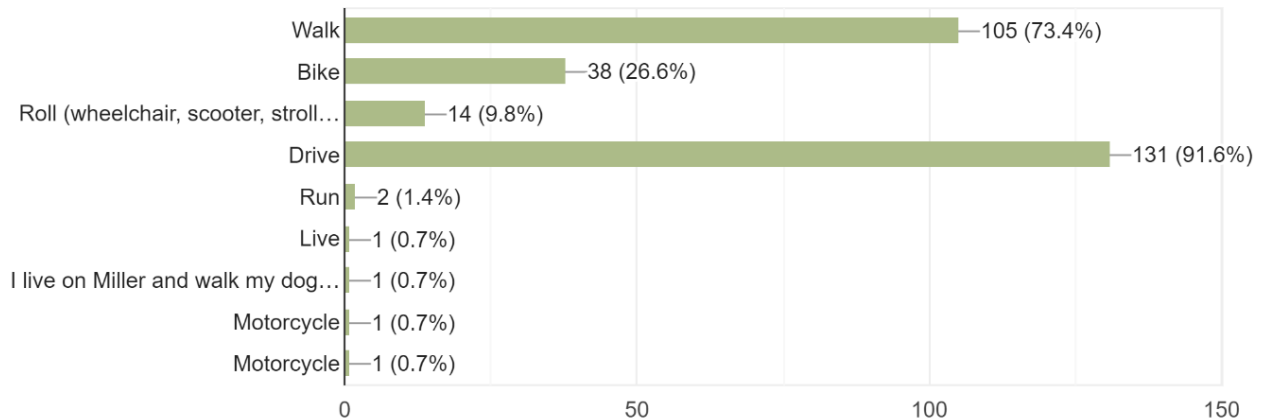
Survey Question: What is your primary connection to 3rd Avenue NE? *(144 out of 144 responses)*

Most of the public who provided feedback on the online survey live nearby (126 responses) and commute (22 responses) through the project site by driving, walking, and biking.



Survey Question: How do you usually travel through 3rd Avenue NE? Select all that apply. (143 out of 144 responses)

Most of the public responded they usually travel on 3rd Avenue NE by driving (91.6% - 131 responses). Almost three quarter of the public responded that they travel by walking (73.4% - 75 responses) and about a quarter responded by biking (26.6% - 38 response) through 3rd Avenue NE. The public also provided a few filled in travel modes of their own below.



Mini-Roundabout at Southern Segment

The photosimulation of the mini-roundabout at the southern end of the project on 143rd Street depicts a roundabout with a curb with a mountable apron and decorative hardscape treatment in the center. It was shown during the virtual open house presentations and online survey for public feedback.



143rd St. & 3rd Ave. NE

MINI-ROUNDAABOUT Opportunities

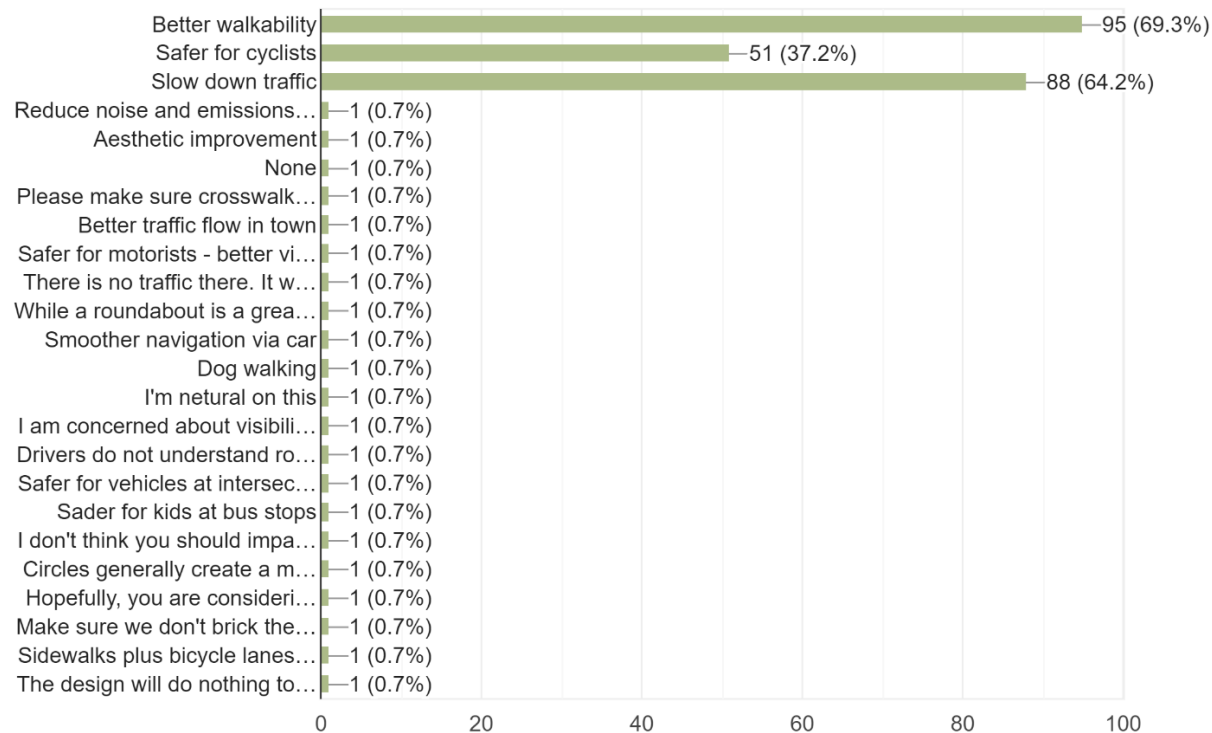
- Manage traffic at intersection
- Add decorative pavement in mini-roundabout
- Provide mountable apron



Photosimulation of Mini-Roundabout (looking south)

Survey Question: How do you think this design will improve the Mini-Roundabout at the Southern Segment? (137 out of 144 responses)

The public was offered three preferences (better walkability, safer for cyclists, and slow down traffic) of which they can select any that apply. Better walkability (95 selections) was highly preferred, next slow down traffic (88 selections), next safer for cyclists (51 selections), and the public provided a few filled in preferences of their own below.



Survey Question: Do you have additional thoughts on the Mini-Roundabout at the Southern Segment? (42 out of 144 responses)

The public provided 42 short answer responses and a few highlighted *noteworthy responses* have been taken into consideration for the executive summary and recommendations for the final design.

would be nice in incorporate some local art in the roundabout center (maybe a etched compass or rural art engraving (salmon-birds-wildlife) into the center of the roundabout

I am not for this project

Lighted crosswalks, bury powerlines

All options equal more traffic.

Concerned flat roundabouts like big rock won't slow down cars enough.

Main north south Corridor

As residents who live east on 143rd, this proposed design will make it much harder for us to cross 3rd Ave, both as pedestrians and by car. Currently, cars sometimes run the stop sign, but most do stop, which enables us to be seen and safely cross the street. This design means there could be continuous traffic on 3rd, which would not let us out of our neighborhood.

I live right off this intersection and there isn't nearly enough traffic to implement something like this.

Sidewalks and bike lanes would be great. Maintain the 4-way stop.

*Roundabout is unnecessary, requires too much additional footprint, and will negatively impact travel up to and on 3rd as a **snow route**.*

*I am concerned about **visibility of walkers and cyclists when cars are coming up hill**. Please make safe ways to stop traffic and allow for crossings.*

Does a four way or two way stop not do the same thing?

4 way stops at all intersections

Anything to slow down speeding through 3rd would be a benefit here.

Will the sidewalk extend all the way down 143rd to connect to Carnation-Duvall Rd NE?

To slow down traffic, speed bumps might be an option as well. In Europe they use it a lot in neighborhoods to reduce speeding.

No

Don't like the idea of a roundabout

***Needs to be wider and sidewalks available**, no to round about!*

Drivers often neglect to stop. This would at least force them to slow down

Cyclists already use the road anyway even with bike lanes. They dont need anymore room. Help cars and pedestrians.

I prefer better and wider walking paths.

I've witnessed many near accidents and illegal activity (speeding, blowing through stops signs, illegal passing) near this intersection. I'm glad for anything to prevent this type of thing happening.

I don't think you should impact the yards of people who live on 3rd. I don't, but I still think that the original families shouldn't be punished.

*Ensure that the traffic circle enforces slow driving. It's pleasing to look at, and good for making same-side turns for pedestrians. But circles can also encourage *faster* driving around turns as you aren't forced to stop, especially for performance vehicles, they can maintain the speed limit.*

Consider raised crosswalks, or something that creates a physical calming effect on the traffic.

Are bike lanes necessary? It seems narrow. Can a horse trailer fit with a truck coming in the other direction? You lost a lot of signs in the big rock roundabout with large vehicles hitting them.

Nope.

Safer to go on walks with my kids near our home.. the sidewalk with grass provides the best environment

I don't know what a mountable apron is

I do not see any lights

already 4-way stop, so wouldn't slow down traffic, but appreciate the flow of a roundabout

Apologies, see the comment above

N/A

*Roundabouts at 143rd and 145th will be significant in making these intersections safer. **The fence at the home on the south side of 3rd Ave NE and west side of 145th is a significant safety hazard for both pedestrians and vehicle traffic - it's a blind intersection as a result.** Most vehicles have to pull significantly past the stop sign/white stripe to see if traffic/pedestrian is coming down 3rd avenue from the north. I know lighting is part of the overall project. **I'll just note that at 145th and 3rd Ave NE - there is no lighting and children catch the bus at this intersection at early and late hours when it's dark out.** Adding sidewalks and lighting along this heavily travelled section will be a great advancement to make this a safe place to walk, bike and ride your vehicle.*

Fix the misaligned 145th St./3rd Ave intersection, including its visibility issues

More signs for caution/children on bus stops all the way on 3rd.

Like thought fullness for cycling

Traffic circles especially that small (near the new development) are especially dangerous and ineffective.

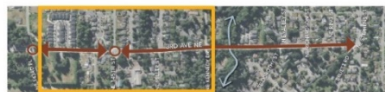
Garden or decorative vegetation in the middle of the roundabout would be nice.

There is no demand for bicycles in this community.

This is so needed!!!!

Southern Segment

The photosimulation of the roadway section at the southern portion of the project from 143rd Street to Kennedy Street depicts a the City standard section for this type of roadway. It was shown during the virtual open house presentations and online survey for public feedback.



143rd St. to Kennedy St.

SOUTHERN SEGMENT Opportunities

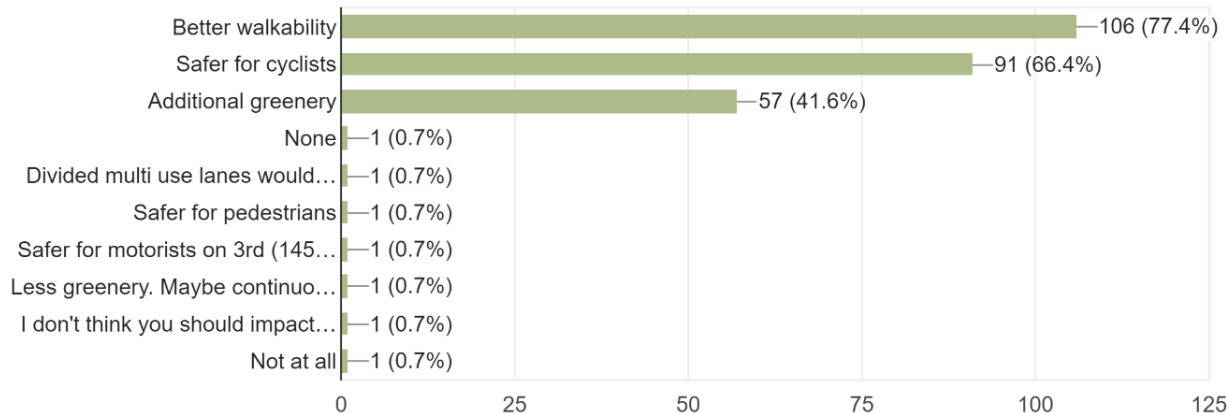
- Add bike lanes on both sides of 3rd Ave NE
- Add new planters and sidewalks for better walkability



Photosimulation of 3rd Avenue NE (looking north)

Survey Question: How do you think this design will improve the area at the Southern Segment? (137 out of 144 responses)

The public was offered three preferences (better walkability, safer for cyclists, and additional greenery) of which they can select any that apply. Better walkability (106 selections) was highly preferred, next safer for cyclists (91 selections), next additional greenery (57 selections), and the public provided a few filled in preferences of their own below.



Survey Question: Do you have additional thoughts on the area at the Southern Segment? (36 out of 144 responses)

The public provided 36 short answer responses and a few highlighted **noteworthy responses** have been taken into consideration for the executive summary and recommendations for the final design.

I like the chicane and traffic calming.

This is a great proposal and the roundabout at 145th is sorely needed as compliance with the 4-way stop is irregular. (Completed sidewalks also sorely needed.)

I am not for this project

Lighted crosswalks, bury powerlines

Might want to consider the intersection of 3rd and Miller as well. Lots of people seem to think it is a 4 way stop.

No idea why bike lane needs to be on both sides. Not once have I seen a cyclist on this road in 10 years of daily use

It would be fantastic to be able to safely walk on 3rd.

Bike lanes will have little impact. A continuous sidewalk would be much more useful.

Much needed sidewalks

Sidewalks in this area are way overdue. I run this stretch and it can get pretty tight with cars. I see lots of people running with strollers too.

I've never observed an issue with current bike and traffic volume on 3rd to justify the space and expense of a bike lane. Third is plenty slow enough for bikes and vehicles to share a lane, and the sidewalk provides a better option for children anyways.

I think bike lanes are an unnecessary waste on space and money

Please make wide sidewalks and lanes, and consider curbing to protect cyclists if a divided multi use path is not an option here.

Slow traffic down

Its a straight segment which will enable folks to speed through the area. Consider adding traffic slowing capabilities

Will the sidewalk extend all the way down 145th to connect to Carnation-Duvall Rd NE? It's nice that improved walkability and safety is being taken into account for this section but if you head down 145th towards town the sidewalk goes away and the road narrows making things very dangerous for walkers, bicyclists and traffic.

To slow down traffic, speed bumps might be an option as well.

No

Dont think we need bike lanes

Cyclists already use the road anyway even with bike lanes. They dont need anymore room. Help cars and pedestrians.

Love this option

I don't think you should impact the yards of people who live on 3rd. I don't, but I still think that the original families shouldn't be punished.

Need to Improve visibility at 3rd and 145th intersection

I am very happy that the weaviness of the road is being preserved. Please resist any efforts to optimize this corridor for cars (though it should accommodate them). Consider putting the bike path inside of the greenway and adjacent to the sidewalk, so there is a physical barrier between cars and bicycles.

Safe waking with my children and as a runner!

Nope!

appreciate northbound sidewalk

Please do not widen further for a bike lane on both sides. Bikes can alrwyady use 203. Only really need a pathway for walking on onesies. I'd like to see this route stay as narrow as possible so that 203 stays the main traffic flow

N/A

As a road biker, pedestrian and vehicle driver on this section of the road - the biggest input I have on Option 1 or 2 is to ensure there is sufficient lighting. As you look to save the large trees in this area - that's also what makes this section so dark. I also think it was a great suggestion about having a cross walk sign/light or other option for kids crossing to go to the park. Cars currently don't stop for pedestrians who cross from the east side of 3rd Ave NE to the west side to get to the park or walking into town down this same path.

When planters and other gardening features are added to roads they look beautiful at first but then turn shoddy due to lack of maintenance. If you install such things please take the fact that they need to be tended and maintained into consideration.

I love the idea of sidewalks along 3rd Ave. However, this road is already quite narrow for cars. How are you going to add bike lanes and sidewalks without causing the already narrow lanes to become even more narrow?

I believe the sidewalk should stay adjacent to the street for safety and also to avoid high maintenance i a very wet area.

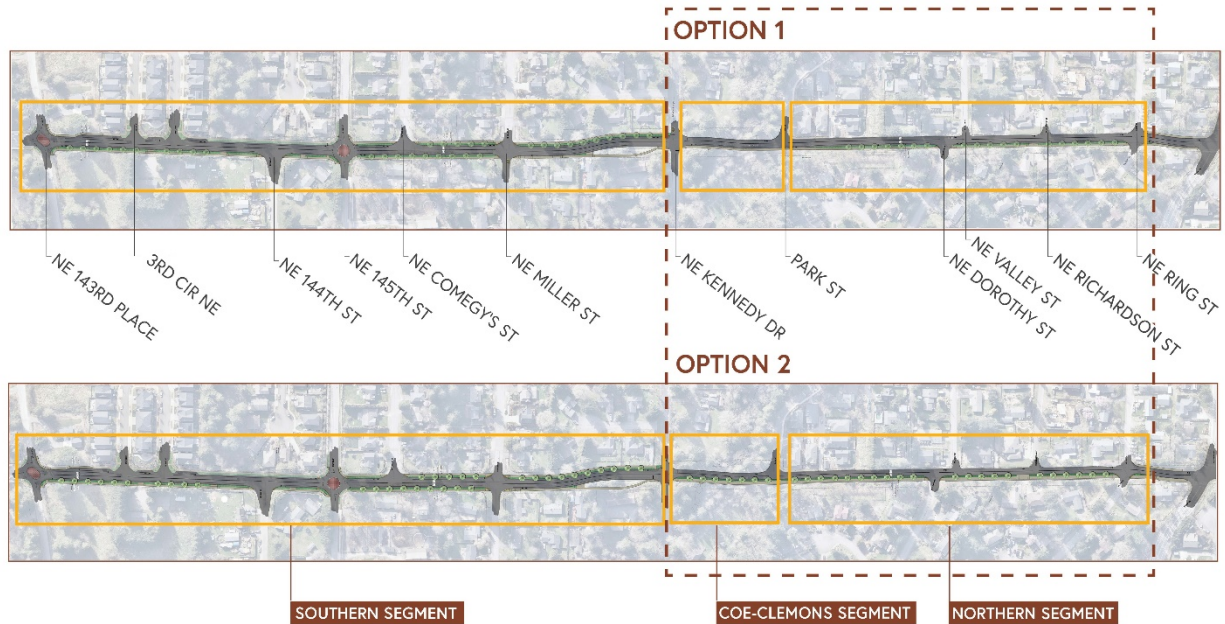
This part of the road has numerous shifts to left and right, which can be hard to see in dark rainy weather. Curb painting may help with avoiding hitting them.

Why are bicycles a priority????

Yes!!'nnn

Design Alternatives

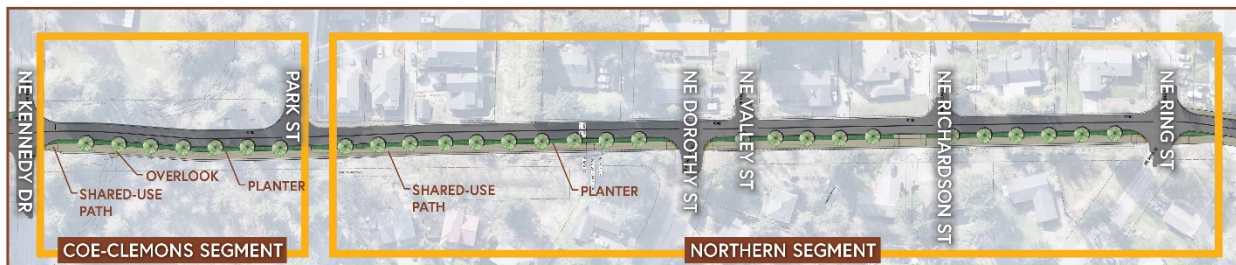
There are two design options for the Coe-Clemons and Northern Segments. During the virtual open house sessions two options were presented. Many people expressed their preferences through the chat panel and discussions. Additional feedback and public preferences of the two options were also gathered through the online survey questions.



OPTION 1: ON-STREET BIKE LANE



OPTION 2: SHARED-USE PATH

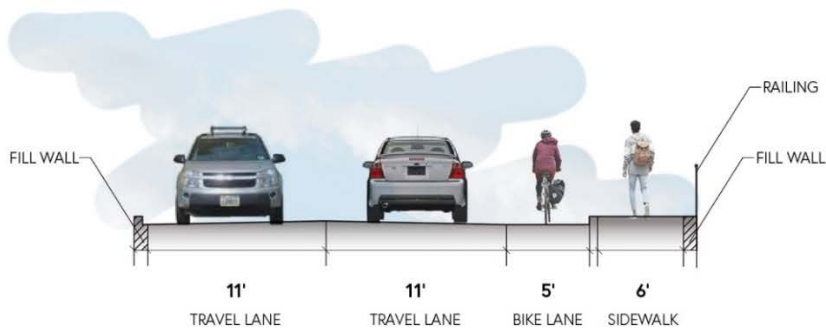


Coe-Clemons Segment

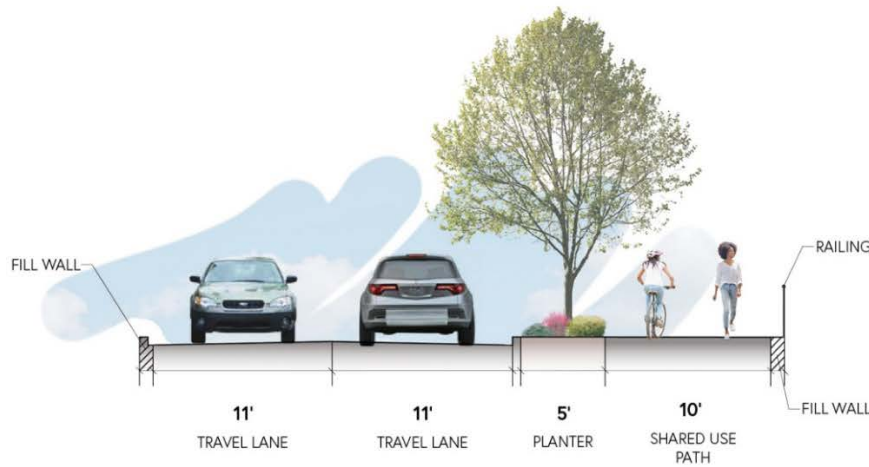
In Option 1 of the Coe-Clemons segment, there is an on-street bike lane and a 6-foot sidewalk. In Option 2, there is a 10-foot shared-use path (shared by cyclists and pedestrians) separated from the road with a 5-foot planter.



NE Kennedy Dr. to Park St.



Option 1 Cross section Facing North



Option 2 Cross section Facing North



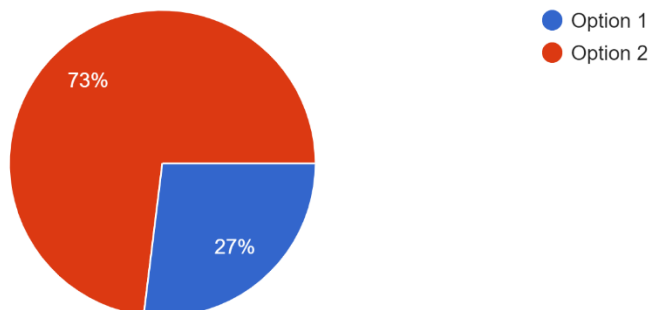
On-Street Bike Lane Example



Shared Use Path Example

Survey Question: In your opinion, which design option for the Coe-Clemons Segment will best accomplish this project's goals? (141 out of 144 responses)

Most of the public preferred option 2 - 73% (103 responses) over option 1 - 27% (38 responses) for the Coe-Clemons Segment.



Survey Question: What do you like about the option you selected for the Coe-Clemons Segment? (96 out of 144 responses)

The public provided 96 short answer responses and a few highlighted **noteworthy responses** have been taken into consideration for the executive summary and recommendations for the final design.

safer for cyclists, particularly kids, even if it is more awkward for pedestrians to share with bikers.

Joint use paths are far more inviting, and feel safer. Much preferred option

shared path will get bikes off road - safer for kids on bikes, less traffic on road for cars

Consistent with the unanimous community feedback in the presentation, Option 2 is much preferred to protect our most vulnerable uses (children) and maximize the benefit for walking as a group and walking with children riding their bikes. Please also consider a flashing when in use pedestrian light at the crosswalk from the SU path across to Park St as a main corridor for park access.

Nice visual appeal and allows separate spaces for walking and bikes.

Safety, walkability, aesthetics

I am not for this project

Having the bike lanes is safer for pedestrians and pets, and allows cyclists to maintain their speed making cycling more effective. I like the look of option two with the green space dividing the shared use path.

[Option 2] Looks better and "real" cyclists will still use the city streets. Better for families and kids on bikes.

[Option 2] More room and safer for both walkers and bikers. We don't have a lot of serious bikers. Having kids bike on the sidewalk is much safer than a bike lane on the roadway.

It is so unsafe for my kids to bike in the road, we live off of third and cars are constantly turning onto and off of the road and drive fast. Many people currently ride on the sidewalk with kids to avoid this- not a correct use of sidewalks and the current ones are too narrow for two families to pass side by side. The multi use divided option will meet many needs!

[Option 2] I don't see a lot of people biking on this road, but it is used by lots of pedestrians. A wider path would allow groups of pedestrians to pass each other easier. The bikers I do see are typically young and would likely not be comfortable riding in the road.

More space between path and roadway with additional (hopefully) grass, shrubbery, and trees Better serves the needs of this area. Many pedestrians, especially with dogs that pass this area. Cyclists are rare. The space is needed for walkers to pass each other.

Bikes are on the road - allowing people with kids and pets to not worry about bikes.

More safety for bikers and runners

Not as much loss of property to homeowners

More plants

Just do a 6' sidewalk.

Two things. The planter for greenery and the wider path. Currently, 3rd doesn't have high bicycle traffic and the wider single path would be a better dual-purpose solution for walkers, runners, and dogs on leashes.

Safer for pedestrians and cyclists.

Safer, very pretty with planter.

Safer for walkers to have bikes on road.

Safer for cyclists; wider sidewalk for pedestrians; more greenery.

More greenery

[Option 2] Feels Safer for the kids that will constantly be on the sidewalks. If somebody wants to use their bike on the road as a means for transportation, they could easily use Main Street and leave 3rd for more of a family/neighborhood feel. Also, even though it's a bike lane, it still widens the "road area" which means cars would probably be more comfortable going faster and they already drive WAY too fast down 3rd.

Safer for pedestrians

[Option 2] Safer to move the bike lane away from the road, especially for children. The trees between the road and shared use lane provide a functional and aesthetic break from the paved surfaces.

Bikes away from cars.

Prefer wider path than dedicated bike lane. There is little, if any, bicycle traffic. The speed limit is low enough on 3rd that bikes can ride with auto traffic if necessary.

Strongly prefer option two. Cars drive fast in this area and don't share the road with children on bikes well. If option one is used, I believe kids and families will end up riding on the sidewalks for safety as they currently often do. The wider road with painted lanes will encourage traffic to speed which is already an issue. We also have an issue in this zone where kids wait for the bus in the road. Third is the bus route for much of the downtown/old town area. We personally called and had a stop switched to the narrow sidewalk for safety, then witnessed a child waiting on the sidewalk get bitten by a dog that was walking on a leash. It would seem a wider space for many uses including bikes, pedestrians, and children playing/waiting for buses would make a lot of sense. Please consider burying the low power lines while the road is under construction.

Keeping kids off the road

Wider pathway. Separated from traffic

I like the look of planters, and having the planter divider seems safer for pedestrians and cyclists

Feels safer for bikers

Extra greenery

Separates bikes and pedestrian traffic

Bike lane separation is safer for cyclists

bikes separate from walkers

Keep cyclists away from speeding cars, esp. when they are younger and still learning to cycle.

Separation of bikes from pedestrians

I believe cyclists should be able to ride safely on the road. Sidewalks with pedestrians with strollers and dogs create hazards for bikers.

Sometimes drivers don't know how to deal with bikers on the road, so option 2 looks safer for all who participate in traffic.

Less chances of accidents with bikes and swirling for bikes

Having the plant buffer between cars and pedestrians will help pedestrians feel safer.

[Option 1] Bike lane seems more like an amenity for bike commuters. Not sure a lot commuting happens on this street. Most bikers on this street are more recreational (families). [Option 2] Shared use is bigger for groups and creates more of a small town, leisurely park-like feel instead of a "commuting through the city on my bike" feel (which is what a bike lane would do).

Bicyclists don't need their own lane

Safer for cyclists

Bicycle lane and ped lane separate

Not a fan of bikes with people

[Option 1] Bikes, dogs, and people are a bit much for a sidewalk

Bikes move too fast to be on a shared foot path. Give them a lane

More families walk in the neighborhoods and the trees make it safer. Bikes can use the road anyway and have other roads if they really want to get somewhere. For all that is good and holy do not make bike lanes.

We walk/bike with our kids and dogs every week on this road. Having a bike lane only benefits cyclists, while having [option 2] a shared path benefits families, pets, and cyclists.

Much safer for my family as we walk 3rd street almost daily

It seems safer and prettier.

Optics and no bikes next to children walking

I don't think you should impact the yards of people who live on 3rd. I don't, but I still think that the original families shouldn't be punished.

It maintains a physical barrier between cars and bicycles. This would be less of an issue if the speed limit were restricted (legally and with physical calming measures) to 15-20 MPH, but I understand practical concerns with that approach.

It keeps bicyclists off the main road.

Allows for wider vehicles

Safer for both walking and biking

It's much safer for walking with my kids! The planter gives a very clear visual boundary for them to stay within.. and a better visual for drivers to stay in their lane as well

The planter boxes :)

Planters provide safety to cyclist and people

bikes aren't required to share traffic lane with southbound traffic

Ideally there should be trees replanted as there will be trees comi down. I'm not excited that option 2 with trees is wider overall.

It separates Cycalists from the roadway preventing traffic slowdown and also making it safer for all

As a biker, it's easier to have a separate ride lane from pedestrians. Pedestrians mostly feel like a sidewalk is meant for walking and not bikes. Biggest concern for me in either option is to have sufficient lighting, this area is very dark currently.

Safer for stroller walking

Wider, safer

I like keeping bikes and peds separate.

Get bikes off the street!

Shared use gives better functionality for a variety of uses whereas split paths is less useful to non walking/biking (strollers, skateboards, roller skates ect)

The landscape and trees

Wider walking path, great for walking dogs

There are very few cyclists riding the streets in town, so offering a shared path seems a better use of the space.

More greenery, better safety for peds and bikers

The division between road and walkers. With little kids this is an added sense of security

Safer for cyclists

I love the idea of the planter

Less future maintenance and care needed by city to care for plantlife

Safer for pedestrians which far outnumber bicyclists

It's safer for kids riding a bike.

I frequently walk around Duvall, and having separate bike lane and sidewalks provides me with more flexibility to manage folks' with limited control over their dogs and other various scenarios, especially when there are minimal barriers to switching between bike lane and sidewalk.

Trees and plants

Tree separation of walking path

Looks safer for cyclists (and cars)

I love the planter dividing and keeping everyone safe. Prettier seeming too!

Visual appeal

Neither, the walker and the pedal pusher are given a lot of room when passed by vehicles. you don't understand. It's the vehicles that do 40/50 mph to the last second and then brake at the last bit to stop at the stop sign. Then rev up, and spin there tires for 30ft.

Bike lane consistent with the other segments

More room for walkability if bikes are not using path. And vice versa. Protection from traffic as well.

Less chance for a car to hit a bike

Separates the two functions.

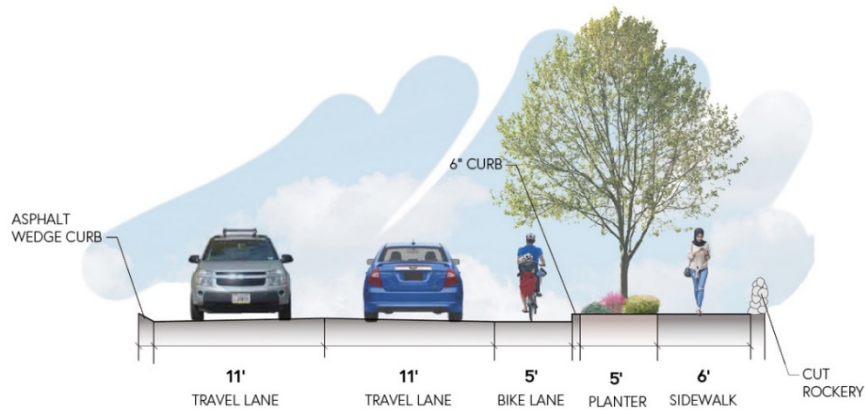
More green. I don't ride bikes.

Northern Segment

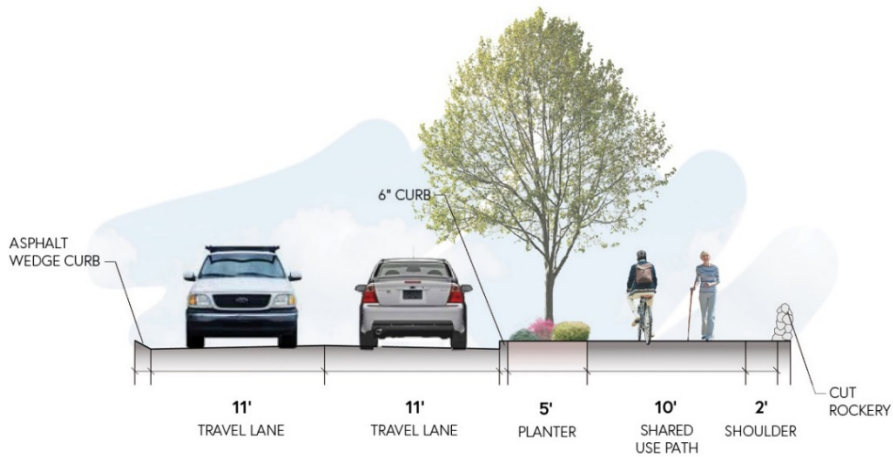
In Option 1 of the Northern segment, there is an on-street bike lane, 5-foot planter and a 6-foot sidewalk. In Option 2, there is a 10-foot shared-use path (shared by cyclists and pedestrians) and 2-foot shoulder separated from the road with a 5-foot planter.



Park St. to NE Ring St.



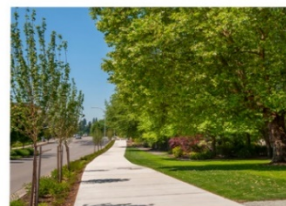
Option 1 Cross section Facing North



Option 2 Cross section Facing North



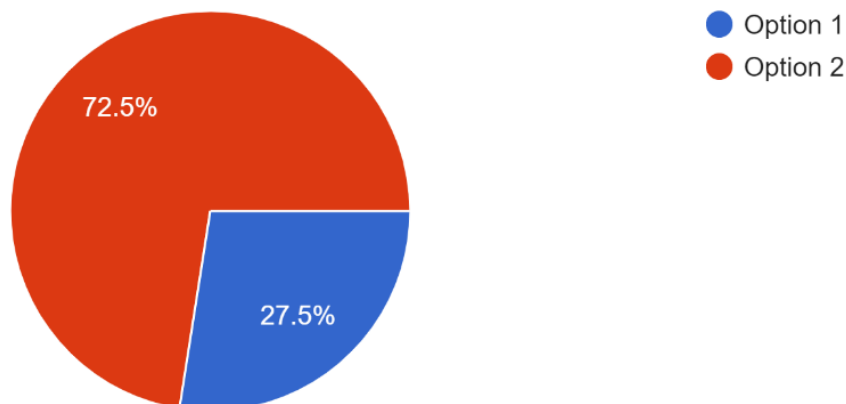
On-Street Bike Lane Example



Shared-Use Path Example

Survey Question: In your opinion, which design option will best accomplish this project's goals in the Northern Segment? (142 out of 144 responses)

Most of the public preferred option 2 - 72.5% (103 responses) over option 1 - 27.5% (39 responses) for the Northern Segment.



Survey Question: What do you like about the option you selected for the Northern Segment? (66 out of 144 responses)

The public provided 66 short answer responses and a few highlighted **noteworthy responses** have been taken into consideration for the executive summary and recommendations for the final design.

More scenic and more separation from traffic

Joint use, wider paths are much. Water functionally and aesthetically

*Consistent with the unanimous community feedback in the presentation, option 2 is best and maximizes the safe use for all users and groups (wheel chair, kids with parents, bikers, roller bladers, walkers, joggers, etc). **The on-street example is really only useful for adult bikers.***

Nice visual appeal and separation of walkers and bikes.

I am not for this project

Option 1 is safest because you won't have cyclists zooming around/needing to slam on the break to avoid pedestrians. I have lived in areas with shared paths and it was so dangerous with cyclists surprising pedestrians and crashing into one another.

Safer for all

*Divided bike lanes and wide multi use path help more people safely enjoy the space and traverse along the roadway. **I currently see lots of kids struggle to ride safely along the car lanes.***

Same as for the previous section.

More space between road/safer for kids on bikes, more greenery

Same as previous segment. A lot of walkers often with dogs that need to pass each other. Rare there are cyclists. Waste to dedicate space to cyclists only.

Dedicated bike lane and walkway

Safer for runners & bikers

Bikers are rude and will run over pedestrians if they don't get out of the way. Keep them separate!

Bigger path

Nobody cares about a bike lane on 3rd. People just want to walk.

The wider path is preferred in this segment as well. Provides more benefit to the majority of the users. More walkers, runners, and dog walkers than bikes. Better to the a solution that benefits those uses.

Safer, keep bikes away from motor vehicles.

Same as Coe-Clemons Creek.

Feels Safer for the kids that will constantly be on the sidewalks. if somebody wants to use their bike on the road as a means for transportation, they could easily use Main Street and leave 3rd for more of a family/neighborhood feel. Also, even though it's a bike lane, it still widens the "road area" which means cars would probably be more comfortable going faster and they already drive WAY too fast down 3rd.

Minimizes the uninterrupted paved width. *Provides more flexible space for pedestrian/bicycle use.*

Separate from cars

Prefer wider and separated path

*Strongly prefer option two. Cars drive fast in this area and don't share the road with children on bikes well. If option one is used, I believe kids and families will end up riding on the sidewalks for safety as they currently often do. The wider road with painted lanes will encourage traffic to speed which is already an issue. **We also have an issue in this zone where kids wait for the bus in the road.** We personally called and had a stop switched to the narrow sidewalk for safety, then witnessed a child waiting on the sidewalk get bitten by a dog that was walking on a leash. It would seem a wider space for many uses including bikes, pedestrians, and children playing/waiting for buses would make a lot of sense. Please consider burying the low power lines while the road is under construction.*

Wider pathway. Separation from vehicles.

This choice wasn't as important to me since both designs include a planter. But it seems like it might be nice to have a shared use path all the way through town.

Good for kids to be able to bike

Separate bike and pedestrian traffic

Bike lane separation is safer for cyclists

bikes separate from walkers

Separation from auto traffic reduces effects from noise pollution (extremely loud exhaust) and speeding traffic

Bikes stay in traffic, away from pedestrians

Don't prefer one or the other.

Less likely to have biker/vehicle accidents

Keep the shared-use path going from Coe-Clemmons Creek all the way north to Stephens. If you have a bike lane going southbound for the southern portion of this project (Miller south) will it be easy for the bikers to move from one side of the street to the other to stay in the bike lane or shared path?

See previous comment. :)

Bicyclists dont need their own lane

Safer for cyclists

Bikes separate from people

Same as before

Duvall is a family town not a cyclist town. Option two benefits all. Option 1 benefits a few

More sidewalk space for walkers, kids waiting for buses

Safety

I don't think you should impact the yards of people who live on 3rd. I don't, but I still think that the original families shouldn't be punished.

Safety, and proximity of cars to physical calming (trees), rather than bicycles.

Wider road

I really believe in this area of town I see more kids right bikes than adults... that said my kids need to have a space on the sidewalk they can ride safely

Same as before, having planters is safer for everyone

like the buffer of vegetation between the travel lane and shared use path - better safety

Keep Cyclists off the roads to prevent traffic slowdown as the city grows

Keeping peds and cyclists separate

Get bikes off the street!

Really like the wider walking path potential

There are very few cyclists in town on a regular basis. Offering a shared path seems like the more practical option.

Bike safety

Safer for cyclists

I don't believe this area needs landscape areas. These trees you plant will grow up to be a nuisance for both homeowners as it will not only block much needed sunshine but will also drop

leaves and or branch's requiring extra time to clean up. It is not the city's responsibility to beautify!

Safer, allows people to spread out on sidewalks, especially for those who have dogs, or multiple people.

Because the planter creates a barrier between sidewalk and bike lane, in this scenario having a wider mixed use path may be preferred.

More room for driving, enough room for cycling

Looks safer for cyclists (and cars)

This is a tough one for me! I like both because they both have the trees dividing. When given the option to just have the pedestrian sidewalk, I love it (as long as there are trees between the cars and walkway. So pretty and peaceful

I hate both. Option 1 cuts less into my property with my 1st generation regrowth ceders.

Bike lane consistent with the other segments

Same as before. More area for walkers and bikers if one or the other isn't using it. Protection from traffic.

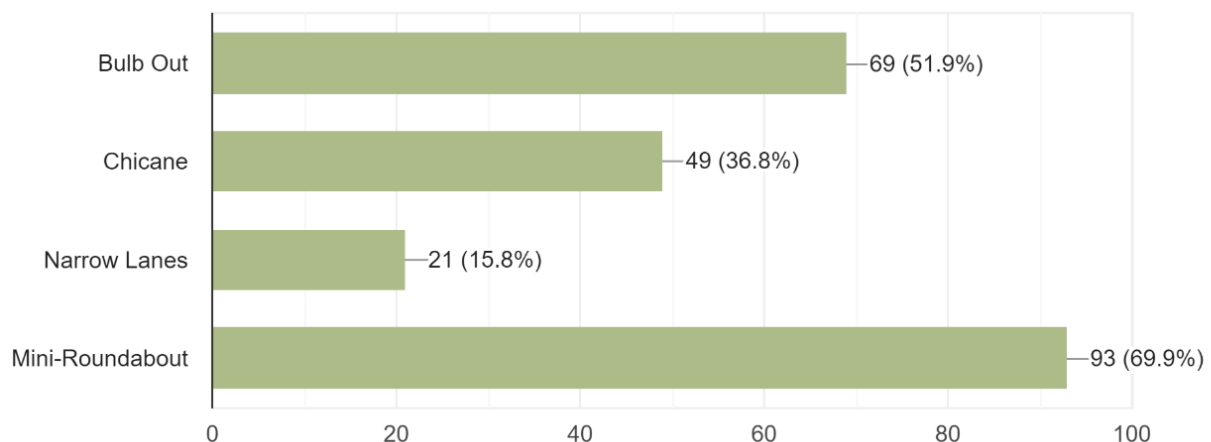
Separates function

Traffic Control Elements

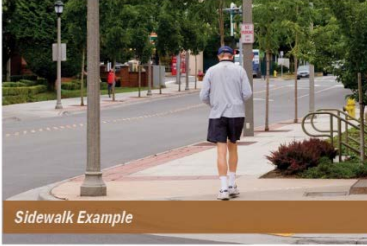
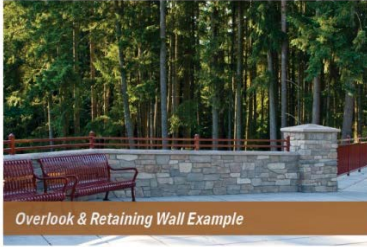


Survey Question: What type of traffic control measure would you like to see in this project? Check any that apply. (133 out of 144 responses)

The public was offered four examples of traffic control measures (bulb out, chicane, narrow lanes, and mini-roundabout) of which they can select any that apply. Mini-roundabout (93 selections) was highly preferred, next bulb out (69 selections), next chicane (49 selections), and a last narrow lanes (21 selections) was the public's ranking preference(s) for traffic control measures in this project.



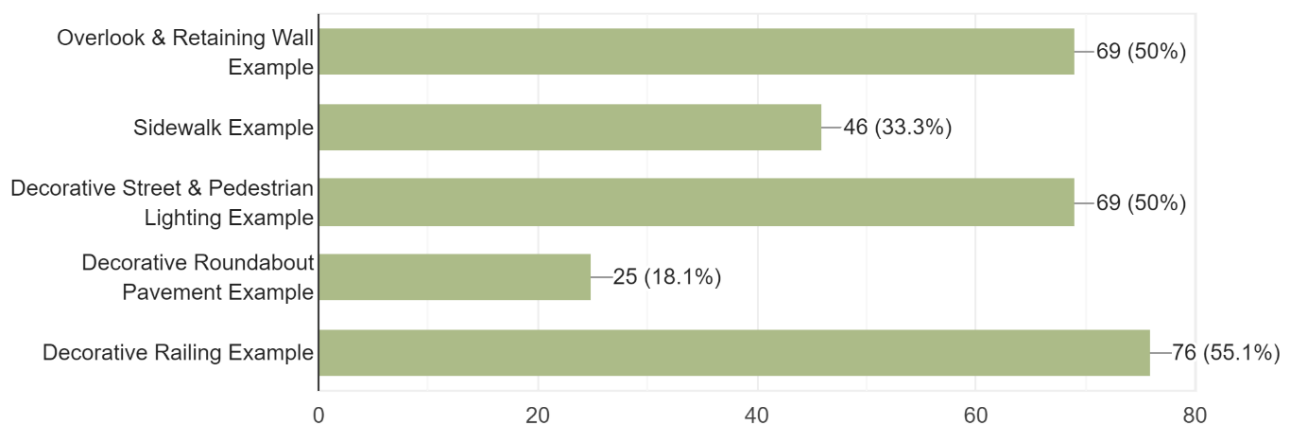
Placemaking Elements



Survey Question: In your opinion, which of these placemaking elements reflect the neighborhood look and feel? Check any that apply. (138 out of 144 responses)

The public was offered five placemaking elements examples (overlook/retaining wall, sidewalk, decorative street/pedestrian lighting, decorative roundabout pavement, decorative railing) of which they can select any they prefer. Unfortunately, after 74 received responses, it was brought to our attention that only one selection could be made. This was quickly modified, and the public was able to select multiple preferences.

Decorative railing (76 selections) was highly preferred, next was a tie between the overlook/retaining wall and decorative street/pedestrian lighting (69 selections), next sidewalk (46 selections), and last decorative roundabout pavement (25 selections) was the public's ranking preference(s) for placemaking elements examples that reflect the neighborhood look and feel.



Survey Question: Please elaborate on your opinions of these placemaking elements.
(37 out of 144 responses)

The public provided 37 short answer responses and a few highlighted *noteworthy responses* have been taken into consideration for the executive summary and recommendations for the final design.

This only allows one selection currently. I would select both the overlook for Cole Clemons only and the decorative roundabout. The railing option is nice, but consider only where needed (Cole Clemons). With the SU option you'll have multiple users sharing the space and I'd try to avoid placing railing in places that it is otherwise unneeded to allow maximum flexibility and use for dog walkers, kid falling of bike etc. Lighting can be nice and add security but light pollution into homes and the area needs to be considered. Sidewalk improvements can also be nice so long as they don't limit the shared usability or subtract from enjoyable greenspace for visual aesthetic and walking dogs etc.

For the described area, sidewalks are the most needed; lighting would also be nice but I couldn't choose 2.

We like all these elements albeit the examples here seem to be more formal and "urban" in character than our neighborhood. Our character seems better represented by rockery walls and split rail fence...less formal. That said we do not oppose the upgrades as this feels consistent with the increased density and direction of development in town overall.

I am not for this project

It says check any that apply but only allowed me to select one. The railings, overlooks, and sidewalk elements would all fit well and be assets to our community and neighborhood. The survey is not allowing me to mark multiple elements. But I like the decorative lighting and overlooks. Railings will be important near the river.

All of the traffic control measures are poor choices. The placemaking examples are unclear.

Chose a couple but no clear definition was provided for these.

Consistent with downtown. Might I suggest trolls as some of the art OR wind powered art.

Could only select one.

Improving 3rd doesn't need to be a showpiece. Focus our dollars on the functional improvements.

All nice, the Roundabout will make the most visual impact.. Note: The app only lets me select one option.

Would prefer to see any/all of these elements going forward.

This might make sense at the creek. I'm not sure where else it would work

3rd Ave really needs a sidewalk. An overlook is necessary. The others examples would be OK but change the look of the neighborhood.

It didn't let me check any that apply here. Only one. I would think decorative lighting and decorative roundabouts would fit best here.

Was only allowed to make one selection on form. The overlook, and decorative options are a must, along with good sidewalk/pathway design.

While I like the decorative roundabout and retaining wall, I think elements that keep the most nature will fit the area best.

Walking on the sidewalk with lights at night makes the neighborhood a lot safer.

The overlook and retaining wall example worries me: children may climb on the bench and go over the fence railing since it is low. How far could they fall? As for the width of the road, it is currently narrow between Stephens and Kennedy. Remember that 3rd is on the school bus route for all schools (Tolt, Cedarcrest and Cherry Valley) so the bus stops are used for several hours in the morning with students waiting for their bus. It is especially troubling to see the middle schoolers waiting on the side of the road where there is no sidewalk in the morning.

The others are not necessary and purely for looks

Looks nice and gets the job done without making it too hard to navigate

We need lighting and railings on that road for safety as well as decoration.

They appear cozy and attractive. Upscale.

The decorative elements are nice, but I would rather see these measures and improvements applied across Duvall before taking an "aesthetic" pass for more decorative elements. Note it's unclear here whether the overlook & retaining wall are offering additional value (beyond the clear usability and aesthetics of the option). If the "Decorative Railing" is the cost-effective safety option vs. the "Overlook & Retaining Wall", I'd be in favor of that. Succinctly, "Make it look nice... not thrilling, but nice. And safe."

The lights are desperately needed between Kennedy and park st. At night its so dark walking through the dip where the ravine is on either side. It feels very unsafe walking home from the park with my kids let alone by myself on a jog.

Narrow lanes lead to more accidents

*As much artistic and interesting features as possible is great. **Emphasis on artistic. Not cookie cutter. We have a vibrant artistic element in our community so local artisans could be used.***

I request that the lighting take on more of a golden hue rather than stark white. The golden hue is much more visually pleasing.

Retaining wall will prevent youngsters from being able to see Coe-Clemons without being picked up. Don't block the beauty you are trying to provide.

Simplicity. Usually costs less and less maintenance.

Love any thing that adds an art like feel to our city

All the options looks great

None of these are traffic control measures. You need aggressive speed bumps, multiple complete stop signs.; And the police enforcement behind it.

*Decorative roundabouts would have gotten my vote if there were gardens or decorative vegetation in them. I rather like the darkness of driving 3rd at night as feels more homey, if not safer, which is why I did not vote for them. **Overlooks and retaining walls and decorative railings are awesome ideas esepcially for the Taylor Park...gouge? Canyon? Whatever that neat area is called.***

NO BULB OUTS PLEASE! These are hard to manuever around, especially with larger pick-ups, hilly areas, etc....almost impossible not to go into the opposite lane....definitely more of a hazard than a help.

I don't get it.

Please add these to Virginia!

Additional Public Feedback

Survey Question: Do you have any other ideas for improving the 3rd Avenue NE Reconstruction project that you would like to see incorporated? (50 out of 144 responses)

The public provided 37 short answer responses and a few highlighted *noteworthy responses* have been taken into consideration for the executive summary and recommendations for the final design.

Make connection downhill on 145th. Consider extending shared use path south of Kennedy toward 145th if feasible. Love that maintaining the trees and natural features are a priority.

Thank you for reaching out to homeowners and for prioritizing this project. For many homeowners we are contemplating plans to stay in the area and understanding this project is critical in continuing to live and invest in the community. Maintaining access to the properties that are on 3rd Ave and minimizing degradation of them is critical as is burying power lines and ensuring we apply traffic control measures, as this problem will not get better with increased population. In addition, please consider if there is a way to add a lighted flashing cross-walk on Park St/3rd to cross form the SU path to Taylor Park.

Sidewalks are most important on 3rd, especially from 145th to Park. It would also be nice to have a few pet poop bag receptacles and garbage cans in at least 2 or 3 areas along the way.

Can't stress enough the speed issue (old man shaking fist at sky :)). Combined with low light this makes for a lot of close calls on foot at night and in the rain. From Kennedy north is a daily drag run for at least one pu truck. Also the corner of Taylor (Park?) and 3rd. This is our corner, its a very high ped area and we've had 3 accidents we are aware of in the past couple years, all single auto, high speed (maybe booze too?) related, one bike-car. A flashing crossing here, proposed in the zoom call, was a welcome suggestion and we'd love to see any alternates you might suggest.

I am not for this project

Lighted crosswalks and buried powerlines

Safe crosswalk across third to Taylor Park is very needed. We heard the comments about pruning blackberries and actually wanted to say that many families enjoy picking the blackberries and find the pruned thorny branches that the resident leaves on the sidewalk to be super annoying when our dogs and kids walk on them and get pricked. Sustainable edible plantings would be lovely and we wholeheartedly reject his suggestion to use sprinklers.... Big waste of money and water.

Keep lighting low, , bark or rocks in planting so easy to maintain, we really dont need blackberries There need to be some crosswalks on 3rd street. Especially crossing to Taylor Park.

The corners jet out too far when turning off Third. They need to be rounded more without the sharp corner. And the turn onto Park street needs to be widened. The north side was allowed to jet out too far south so south corner needs to be pulled back. It's already a nightmare if turning onto Park from the South with another car on Park. I've seen too many close calls

Crossing 3rd Ave to Park Street (families/kids going to Taylor Park) should have walkway (lights). Keep the impact on homeowners land minimal

Please remember the pedestrians. So many people who live in these neighborhoods walk this way every single day.

Provide access and enhance public interaction with Coe Clemons Creek @ 3rd. Water is such a big part of our valley and region.

Thank you for the improvement.

The current wooden fence rails make this still feel like Duvall. I'd encourage as much natural material as possible vs. making everything feel too city with lots of metal

I'd love to see the dip that goes across the creek from park to Kennedy widened and/or flattened out. It's pretty tight with multiple cars going through there at the same time

Avoid roundabouts and other structures that would be more difficult to maintain and navigate in the snow. Sidewalk improvements are nice, but 3rd is already valuable as a relatively straight, flat, low speed road in the snow, where access is less steep to the south than on the north side of town.

Please bury the power lines. We have had issues with trees and power lines/phone lines, and also with garbage trucks and dump trucks hitting lines and large trucks not wanting to turn into our driveway where the lines cross over. It would make the area aesthetically match main street and the newer developed areas as well.

Clear updates on what is happening with the plans, trees, and construction so we have as little disruption for this cool project as homeowners on 3rd. Also the tree in the picture below is our FAVORITE tree on the whole road and one we hope isn't taken away!

I think a crosswalk across third at Park Street would be useful Thank you for your work on this much-needed project!

I would like to see all of 3rd, from Cherry Valley to Big Rock have 4 way stop signs at intersections. The traffic often moves more than 25, it is a pedestrian corridor and lots of children walk near CVE. There are times it is difficult to get off my street onto 3rd. My concern is that as

more and more drivers use 3rd to bypass main it will become more dangerous for pedestrians and local residents.

Roundabout or traffic signal at 3rd and Stephens. This is a very dangerous intersection for kids wanting to walk to Taylor park, esp. during rush hour.

Slowing traffic at 145th Street is a must. Many people run those stop signs. Also, visibility is not good because of the way the road curves. Since I live nearby, I would prefer that the nighttime lighting along 3rd not be too bright or intrusive to sleeping. I would like to see an absolute minimum of tree removal for this project.

Instead of a traffic circle at 145th and 3rd, perhaps a 4 way stop or traffic signal would work better.

No, I already mentioned speed bumps as an option against speeding. Thank you.

3rd ave also used as a snow route - any thoughts on how these design elements impact that? Would love to see 3rd ave consistent end to end. Why not take it all the way to Cherry Valley road? Roundies at Kennedy and 143 would be cool. Lots of chatter about how development in area is affecting the feel of Duvall (for example new housing on big rock)... hope you can hit the 'sweet spot' of helping keep Duvall feeling like a small town, while accommodating increased traffic and pedestrian safety. One last thought - I think people use 3rd as a way to bypass 203 during rush hour when traffic can backup through town past Kennedy.... Would be good to find a way to support that (taking pressure off the main street) while also achieving other goals. :)

Posted speed limit signs

Better lighting throughout and a better notification to third for a four way stop at intersection of 3rd and NE 152nd.

Disposal area for dog poop bags

Some sort of mirror or blinking lights to let west/east bound traffic know someone is coming north/south at the corner of 3rd and 145th. It's a super problematic intersection. Visibility is difficult without entering intersection.

I don't think you should impact the yards of people who live on 3rd. I don't, but I still think that the original families shouldn't be punished.

Doing it in a way that visually frames, and make even offering a nicer ingress/egress to Taylor Park would be nice. Again, no need to go overboard, but a bit more of a formal trail entrance on the new 3rd would be welcome. Also, literally any measures that calm traffic. With Cedarcrest's

location and the growth on Big Rock, I expect more and more new drivers to be going up 273rd and 3rd Avenue. Testing and normalizing walkability and bikeability over drive speed would be ideal throughout Duvall, and 3rd could be a great platform for this. Also, please do NOT add anymore streetside parking to 3rd (this is pictured in some of the illustrative options). Pretty much every home still has a garage, and we don't need more parked cars using up driveable, greenable, and/or walkable space.

Chicanes were put out in Kenmore and executed poorly about 5 or so years ago. They had to be removed and a new solution was put in at the city's expense. Be careful with that option. You can view news reports about it.

I'd honestly like to keep it as narrow as possible. I am also worried with the increased light pollution. I'd like to see the speed limit be 20. I like walking this and like it for the quiet being in the woods feeling. I feel all the decorative work suggesting is over kill. I think bikes can also stay into 203. Keep this looking and feeling a side street as possible

Reduce narrowing the roads and also... It doesn't need to be 25 mpg everywhere. It needs to be fixed

Would prefer it to be geared more towards foot and bike travel, so more stop signs or roundabouts. Would be nice to roll in Taylor park update!

I live right on 3rd AVE, with our backyard overlooking the street. My biggest concerns with this project are traffic and how this will affect our property. I love the idea of getting cars to slow down a bit (they always seem to speed and I worry about the kids/pedestrians walking), and having wider lanes for cars would be so beneficial. It would also be nice to have more space for pedestrians and cyclists to have a shared path that does not take from the already narrow road. There are so few cyclists it seems unnecessary to have a separate bike lane. I do not like the idea of this cutting into the properties/hillside too much. I am hoping the grassy area/fence will be utilized for a shared path/widening the road a bit, since it seems to be an unused strip of property. (Talking about the north end, near Dorothy, Ring, etc.) Is there a way to see how much this will change the proximity of the sidewalk to the back of our homes?

1. The intersection at 3rd ave ne and Miller s/b aligned to use existing non-used property instead of taking resident property across street. 2. The sidewalk moving away from 3rd ave ne and into a very wet and tree area will cause not only a very high maintenance problem (sidewalk sinking/cracking) and hazardous situation for pedestrians but also a potential safety problem for walkers being targets for theft and/or worse. Crime grows with population. Having the sidewalk next to the street would help alleviate this.

Speedometer and signs for caution kids waiting for bus, crosswalks with reflective lights.

Something that makes drivers to be aware of kids there.

A roundabout at 3rd and 145th or a 4 way stop.

As a long distance cyclist, I appreciate a space for bikes. But I don't need a separate bike path. Recreational and family cyclists do need bike paths or a bike sidewalk shared path. It might seem like as a cyclist that I will always want a separate lane, but I have enough skills to bike with traffic. I do appreciate awareness for bikes so that when I am on the road other drivers will have help paying attention to my safety. I feel most concerned that children and teenagers have a place to ride their bikes safely from the upper part of Duval down to Main Duvall. Sometimes that means putting them up on the sidewalk and giving cars more room. Those of us who commute by bike back and forth to work have enough skills to ride on the road with cars. We do appreciate all the awareness you can give us. As a local resident who walks from the upper Duval down to lower Duvall, I am most in need of a sidewalk on third. It doesn't really matter how wide it is. So excited about this project in whatever form thank you so much!!!

I know neighbors and I would love to see a lighted crosswalk from crossing over 3rd to Taylor Park with our kiddos. Or really any marked crosswalk.

Yes, please mail me all the designs for 3rd Ave since the City of Duvall was incorporated since 1910.

Try to keep the old fencing from the old Duvall section on 3rd, even if it's just moving it to the new traffic seperators. Keep some history there. :)

I live on the corner of 3rd and Stephens and I would love to see a new stop sign. More people run the stop sign then actually stop. I have a lot of safety concerns with increasing the amount of pedestrians using 3rd and not making the 4 way safer.

Please always consider usage & safety before beauty. Thank you for not adding a bunch of vegetation/landscaping that takes up road and sidewalk space...there's a lot of greenry along 3rd already.so a few planters or a 3' section would be good. The sidewalk is ALWAYS crowded....less green, more sidewalk. :) ...and NO SPEEDBUMPS!! Thank You!

Do not slow down traffic. 203 is already choked with traffic.

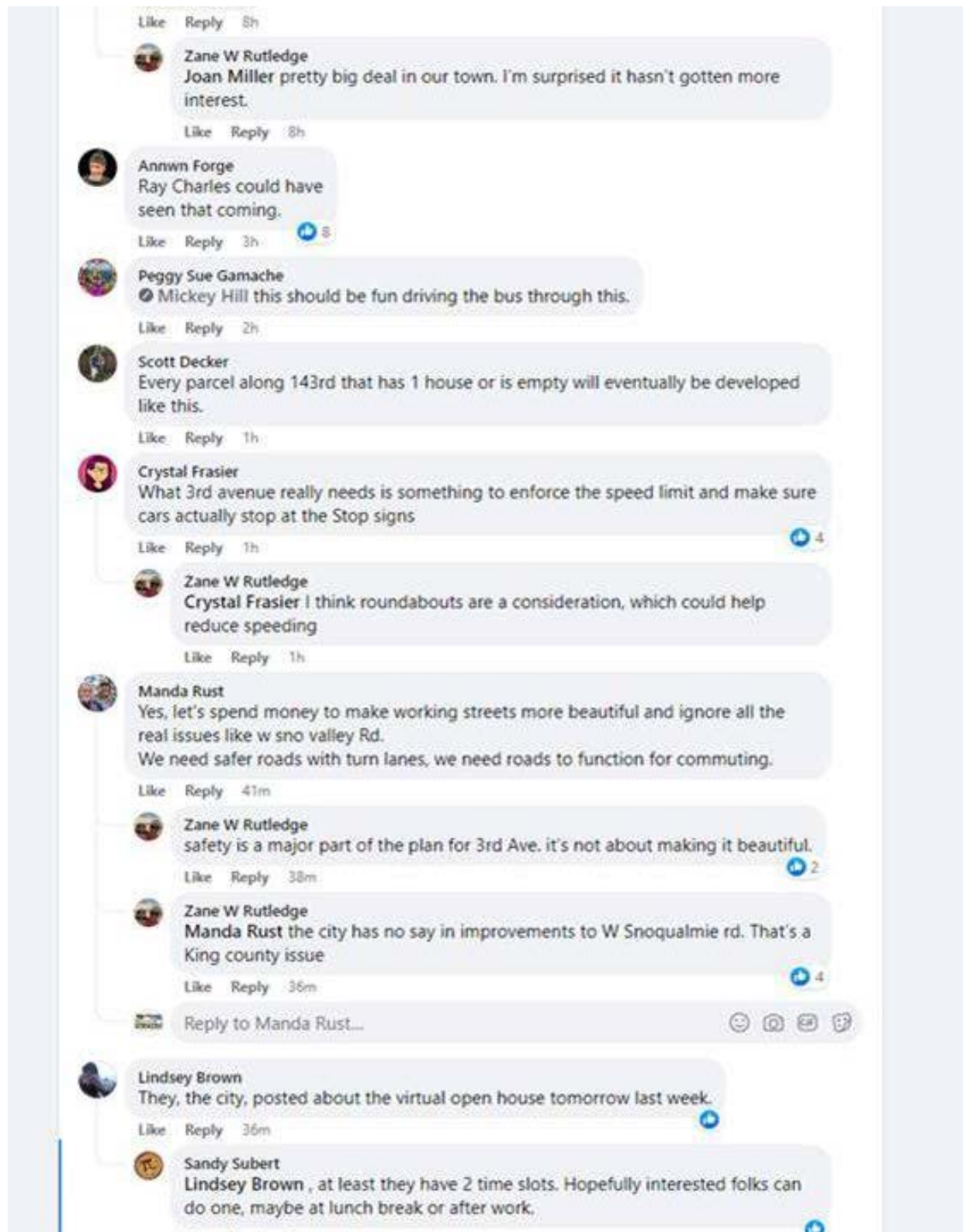
I have seen many near misses at the intersection of 3rd Ave and 145th. I think if a roundabout is being considered at 3rd and 143rd because of increased traffic, it should also be at 3rd and 145th. There is a lot of traffic that comes down the hill that rolls through the stop sign. It is a busy road now as folks use 145th to get onto Hwy 203 without going through Duvall. As well as folks speeding along 3rd making it difficult to negotiate coming up 145th to cross traffic. A 4 way stop would be helpful, too if that is a better option.

This is so needed! Do Virginia and Broadway!

Facebook Posted Comments

Below are some general comments posted by the public on the City's social media page on Facebook.





3rd Avenue NE Reconstruction Project

City of Duvall
April 6 at 8:49 AM · 🌐

There's still time to share your thoughts on the 3rd Avenue NE Reconstruction Project!

The City conducted two virtual public open house meeting sessions for t... See more

Insights unavailable for this post ⓘ Boost unavailable

👍 6 3 Comments

👍 Like 💬 Comment ➦ Share

Most relevant ▾

Write a comment...

Shannon Donohue
I live outside the city limits but I am puzzled how this became the focus for Duvall. Perhaps it was a vote that I couldn't participate in? Hopefully my tax dollars aren't going to this.

Like Reply Hide 1w

Christian Escamilla
Just want to know ,why you guys keep on asking for feedback? Is this required for projects around the city? If you ask me 145th is in more urgent need of update/repair. Or take those millions of dollars you will spend on 3rd and offer that money to th... See more

Like Reply Hide 1w

City of Duvall
Christian Escamilla 3rd Ave is one of the City's improvement projects that will help better serve the transportation needs and safety of our community. The City wants to make sure residents are updated as we progress through design.

Like Reply 1w

Write a comment...

3rd Avenue NE Reconstruction Project

City of Duvall
April 6 at 8:40 AM · 🌐

There's still time to share your thoughts on the 3rd Avenue NE Reconstruction Project!

The City conducted two virtual public open house meeting sessions for the 3rd Avenue NE Reconstruction Project on March 16, 2022 and would appreciate your thoughts! Video recordings of the meeting sessions are available on the project website for viewing along with the link to the online survey. The survey will be available to take in feedback through April 15th.

<https://www.duvallwa.gov/434/3rd-Ave-NE-Reconstruction>

Jennifer Martin
The survey at one point said click all that apply when it came to design elements that fit the surrounding area but would only let us click one at a time and if we clicked another it would remove the original click. I noted it in my survey but hope it ... [See more](#)

Like · Reply · Hide · 2w

City of Duvall
Jennifer Martin thanks for letting us know. We've updated the survey now to fix that issue. You're welcome to retake the survey and make your selections, just leave all the others blank that you've already answered the first time 😊

Like · Reply · 2w

Gail Robertson
Melissa Robertson-Wageman

Like · Reply · Hide · 2w

Write a comment...

City of Duvall
March 10 · 🌐

3rd Ave NE Virtual Open House
Save the Date: Wednesday, March 16, 2022
Times: 12 pm and 6 pm on Zoom
Get all the details on the project web page
<https://www.duvallwa.gov/434/3rd-Ave-NE-Reconstruction>

3rd Avenue NE Reconstruction Project

Save the Date! We want your opinion!

See Insights Boost post

👍👍 20 12 Comments 3 Shares

Like Comment Share

All comments ▾

Write a comment...

Sandy Subert
what is passcode???? 🤔

Like Reply Hide 3

Sandy Subert
We need passcode for meeting!!! 🤔

Like Reply Hide 5

Jennifer Martin
Sandy Subert I emailed transportation and the engineer in charge now too. I know friends got on the earlier zoom today easily without a password.

Like Reply Hide 5

Sandy Subert
I did not need code for noon meeting, also just emailed trans. Maybe they'll wonder when no one on zoom

Like Reply Hide 3

Reply to Sandy Subert...

Jacque Perez
Carley Richmond 🤔

Like Reply Hide 5

👤 Carley Richmond replied - 5 Replies

Like Reply Hide 5w

Reply to Sandy Subert...

Jacque Perez
Carley Richmond 🤔 2

Like Reply Hide 5w

Rachel Kierst DelCarmen
Jacque Perez that's right in your yard! They want to build a retaining wall at your house?

Like Reply Hide 5w

Jacque Perez
Rachel Kierst DelCarmen No I think that's just text pointing out we have a retaining wall right there 😊 But god knows what else is going to happen...

Like Reply Hide 5w

Rachel Kierst DelCarmen
Jacque Perez oh haha! Phew! That's going to be a big change right there! Another roundabout 🤔

Like Reply Hide 5w

Carley Richmond
Jacque, crazy! Round-a-bout next door 🤔
How much of our property is the city going to "take" from our yards to do these sidewalks and road widening 🤔🤔

Like Reply Hide 5w

Sandy Subert
Carley Richmond, there is 30' easement along 3rd that will be used. They won't be taking anyone's yards.

Like Reply Hide 5w

Reply to Jacque Perez...

Jennifer Martin
This link works.
<https://us06web.zoom.us/j/84152134960...>

US06WEB.ZOOM.US
Join our Cloud HD Video Meeting

Like Reply Hide 5w Edited

Jennifer Martin
Here is the updated link that doesn't need a passcode...
<https://us06web.zoom.us/j/84152134960...>

US06WEB.ZOOM.US
Join our Cloud HD Video Meeting

Like Reply Hide 5w

Write a comment...

Preferred Alternative Layout

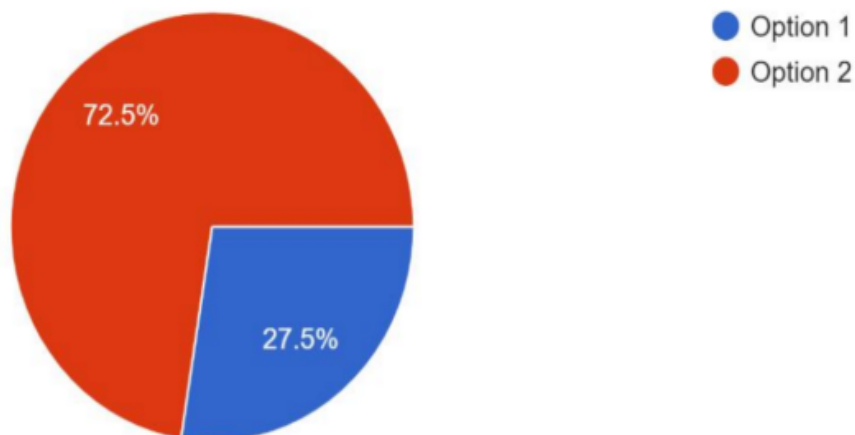
As the City and Consultant began to analyze the feedback and digest the comments from the virtual open house presentations and online survey, the project was organized into two simplified segments to help orient the public and City Council members to the proposed improvements and features for all three design alternative options.



From the online survey, an overwhelming number of residents, nearly three quarters of respondents, preferred the shared use path, or 'Option 2'. From this result, staff and KPG discussed exploring the option of extending the shared use path south past Kennedy St through the entire project limits. This is being referred to as 'Option 3' and was specifically developed in response to the feedback that we received from the public.

Survey Question: In your opinion, which design option will best accomplish this project's goals in the Northern Segment? (142 out of 144 responses)

Most of the public preferred option 2 - 72.5% (103 responses) over option 1 - 27.5% (39 responses) for the Northern Segment.



Option 3 Full Layout

Staff prepared a memo and presentation during the City Council meeting on June 7, 2022. Staff recommended support for Option 3, the full-length shared-use path, as their preferred alternative for the 3rd Avenue Reconstruction Project. City Council gave their full support of the recommendation for Option 3.

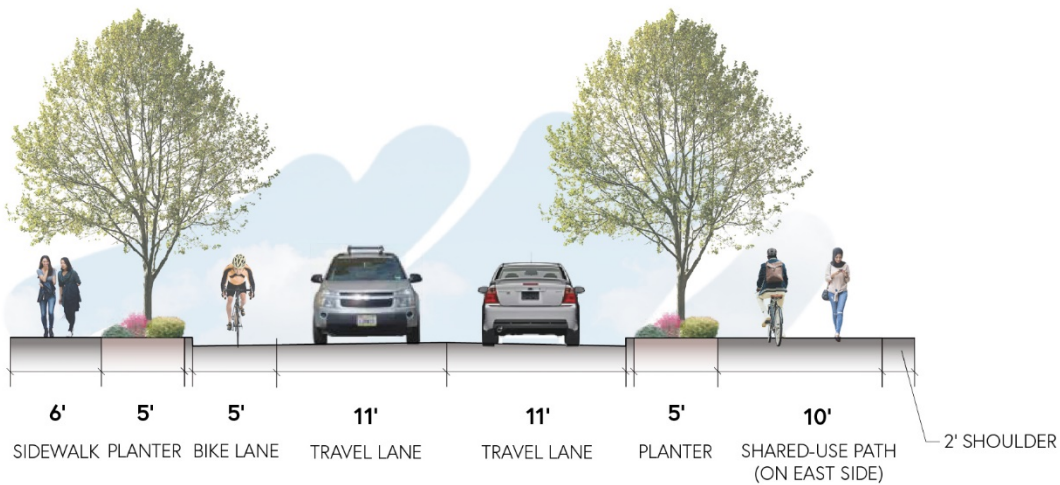


Option 3 Selection Details

Staff recommendation of Option 3 was based on the overwhelming public support for the shared-use path received during the Public Outreach process. With 72.5% of respondents supporting the shared-use path option for the Northern Segment, and 73% of respondents supporting the shared-use path option for the Coe-Clemons Segment, it seemed logical that the

City would receive similar supportive numbers for this cross section for the Southern Segment if the option had been proposed during the online survey.

The differences between the Option 3 cross section for the Southern Segment, compared to Options 1 & 2, are the removal of the 5' wide bike lane on the eastern side of the roadway and the widening of the east-side sidewalk from 6' to 10'. The sidewalk and bike lane on the western side of the road will stay unchanged from the original proposal.



Based on comments received from the public, children and families are expected to be a primary user group along the corridor, and parents said they felt safer with their children on the shared-use path compared to on the street in the bike lane. Commuter cyclists said that they would likely not utilize the share use path, but they are more likely to use the road and flow with the speed of traffic along the corridor. Lastly, more thoughtful nodes can be integrated along the corridor to ensure safe mixing and crossing zones along the shared-used path and at major intersections.