

- 1. Provide for safe and efficient transportation system for vehicle, pedestrian, bicycle and transit travel within the City, that supports the City's planned land use pattern.**
 - a) Plan and preserve transportation system routes and capacity to support planned growth based on projected travel demands.
 - b) Ensure that street infrastructure projects are designed to harmonize with and enhance the distinctive character and visual identity of each city area.
 - c) Ensure transportation improvements or strategies address development impacts in a manner concurrent with the city's adopted levels of service standards, as required by the GMA.
 - d) Connect streets, sidewalks, trails, bicycle facilities, and transit routes and facilities to neighborhoods, shopping and services, schools, transit, parks and trails whenever feasible with existing rights of way to form an integrated, balanced and convenient multi-modal system.
 - e) Maintain a transportation capital improvement plan that balances and coordinates system improvements for all modes and supports economic development.
 - f) Encourage multiple connections between new development and historic parts of the city when feasible.
 - g) Monitor and prepare for changes in transportation technologies and mobility patterns.
 - h) Increase the resilience of the City's transportation system and support strategies for security and emergency management responses.

- 2. Ensure regional coordination and consistency with the State, PSRC, King County and adjacent jurisdictions' transportation plans.**
 - a) Coordinate with WSDOT on the transfer of the Snoqualmie Parkway to state operational and maintenance responsibility.
 - b) Coordinate with local and regional entities when traffic generated outside Snoqualmie could impact City levels of service.
 - c) Support and participate in cooperative regional transportation planning processes to ensure that City interests are reflected in regional transportation plans while supporting the Regional Growth Strategy.
 - d) Support safe movement of freight by establishing clear signage, on routes that service trucks, hazardous material transport, and oversized load routes.

- 3. Promote an equitable and accessible transportation system through services, facilities and improvements.**
 - a) For vehicular transportation planning and development review, use level of service (LOS) measures to evaluate system performance and needs to apply a peak-hour LOS D standard for arterial intersections. A LOS E at side-street stop locations is acceptable unless a signal is warranted or required by the City Traffic Engineer. The LOS shall be calculated with the delay method described in the most recent edition of the Highway Capacity Manual.
 - b) Plan street development and redevelopment to create complete streets, that accommodate pedestrians, cyclists and transit users within right of way aligning with street classification and projected travel volumes where feasible.

- c) Support access, connections and mobility for all and vulnerable populations through investment of equitable modes of transportation.
- d) Recognize and accommodate the special transportation needs of the elderly, children, and persons with disabilities in all aspects of transportation planning, programming, and implementation.
- e) Ensure safety enhancements and maintenance of infrastructure in transportation improvement projects for all modes.

4. Encourage a system of safe trails and corridors including lighting, that supports non-motorized travel for commuting, local trips and healthy physical activity.

- a) Encourage new development to provide pedestrian and bicycle pathways that safely connect residential neighborhoods, commercial areas, schools, transit routes, parks, regional trails and other destinations within the City.
- b) Consider opportunities for multi-use trails (separated from vehicle lanes) on principal and minor arterial corridors, and shared bicycle facilities on select collector arterials.
- c) Collaborate with the School District to identify pedestrian safety improvements on school walk routes.
- d) Ensure adequate bicycle parking provisions in historic downtown, Snoqualmie Ridge neighborhood center, public parks, and large offices and industrial developments to meet demand, promote bicycle travel and multimode commuting.
- e) Evaluate the use of e-bikes and e-scooters on City sidewalks, trails and parks, considering safety and potential conflicts with pedestrians and other users.

5. Strive to improve air quality by reducing vehicular greenhouse gas emissions and supporting alternative options to single-occupant vehicle travel.

- a) Collaborate with Metro and other organizations to improve service and increase transit ridership within the City and between Snoqualmie, regional destinations and adjacent communities.
- b) Collaborate with the Snoqualmie Valley School District to develop and implement demand management strategies to reduce traffic and parking problems around schools.
- c) Consider additional opportunities including leveraging grants for the installation of electric vehicle recharge and alternate fuel refueling stations to actively encourage and promote the use of electric and alternatively-fueled vehicles.
- d) Support public education on the social and environmental impacts of travel choices to encourage the use of alternatives to single-occupancy travel.
- e) Engage with regional sustainability organizations to promote eco-friendly transportation initiatives.
- f) Explore the feasibility of establishing mobility hubs at suitable locations in the City to facilitate use of mass transit and carpooling accessibility.

- g) Seek to improve air quality and reduce greenhouse gas emissions, employ and encourage strategies to reduce vehicle use, promote single occupant vehicle alternatives, and improve the transportation system's operating efficiency.
- h) Design transportation facilities improvements consistent with City stormwater regulations which minimize impacts and encourages fish passage and wildlife habitat areas and corridors.
- i) Incorporate environmental factors into transportation decision-making that minimizes impacts to natural and cultural resources.
- j) For vehicular and all transportation methods, including transit, bicycles, pedestrian planning and development review, use level of service (LOS) measures to evaluate system performance and needs that reflects the community's expectations for transportation performance.
- k) For multimodal levels of service apply consider frequency, presence and span of services to evaluate system performance and need including deficiencies.
- l) Identify projects, programs or strategies that will address existing and all future transportation deficiencies including transit, bicycles and pedestrian.

6. Provide for maintaining and preserving the life and utility of the City's transportation system and investments.

- a) Ensure consistent and equitable system improvements throughout the City.
- b) Encourage design of new developments to provide efficient pedestrian friendly traffic circulation.
- c) Systematically and objectively prioritizes paving projects in accordance with a Pavement Management Plan.
- d) Employ Best Management Practices (BMPs) for storm water management, including low-impact development (LID) strategies, effective street cleaning, and other measures to alleviate major pollution sources from roadway uses.
- e) Support local transit partnerships for better regional connections and to support tourism within Snoqualmie.
- f) Reduce need for new capital improvements through investments in operations, demand management strategies and system management activities to improve the efficiency of the City's current transportation system and facilities.
- g) Identify stable and adequate funding mechanisms for transportation facilities.
- h) Ensure that the land use element, transportation element, and financing plan are coordinated and consistent for the 6 and 20-year planning period.