

# Draft Transportation Policies



## Organized by following topics:

- Land Use and Transportation Coordination
- Intergovernmental Transportation Planning
- Street System
- Bicycle and Pedestrian System

October 16th

- Travel Demand Management and Environmental Stewardship
- Planning Design and Maintenance
- Goals

November 6th

# Draft Transportation Policies: Land Use and Transportation Coordination



- Plan and preserve transportation system routes and capacity to support planned growth based on projected travel demands.
- Ensure that street infrastructure projects are designed to harmonize with and enhance the distinctive character and visual identity of each city area.
- 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.
- Connect streets, sidewalks, trails, bicycle facilities, and transit routes and facilities whenever feasible with existing rights of way to form an integrated, balanced and convenient multi-modal system.

# Draft Transportation Policies: Land Use and Transportation Coordination



## Color Code

### VISION 2050

- Maintain a transportation capital improvement plan that balances and coordinates system improvements for all modes and supports economic development.
- Encourage multiple connections between new development and historic parts of the city when feasible.
- Monitor and prepare for changes in transportation technologies and mobility patterns.
- Increase the resilience of the City's transportation system and support strategies for security and emergency management responses.

# Draft Transportation Policies: Intergovernmental Transportation Planning



## Color Code

### VISION 2050

- Coordinate with WSDOT on the transfer of the Snoqualmie Parkway to state operational and maintenance responsibility.
- Coordinate with local and regional entities when traffic generated outside Snoqualmie could impact City levels of service.
- 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.
- Support the safe movement of freight by establishing clear signage on routes that service trucks, hazardous material transport, and oversized loads.

# Draft Transportation Policies: Street System



## Color Code

### VISION 2050

- For vehicular transportation planning and development review, use level of service (LOS) measures to evaluate system performance and needs, applying a peak-hour LOS D standard for arterial intersections and a LOS E at side-street stop locations.
- 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.
- Support access, connections and mobility for all and vulnerable populations through investment of equitable modes of transportation.

# Draft Transportation Policies: Street System



## Color Code

### VISION 2050

- Recognize and accommodate the special transportation needs of the elderly, children, and persons with disabilities in all aspects of transportation planning, programming, and implementation.
- Ensure safety enhancements and maintenance of infrastructure in transportation improvement projects for all modes.

# Draft Transportation Policies: Bicycle and Pedestrian System



- 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.
- Consider opportunities for multi-use trails (separated from vehicle lanes) on principal and minor arterial corridors, and shared bicycle facilities on select collector arterials.
- Collaborate with the school district to identify pedestrian safety improvements on school walk routes.
- Ensure adequate bicycle parking in historic downtown, Snoqualmie Ridge neighborhood center, public parks, large offices and industrial developments to promote bicycle travel and multimode commuting.