

**ORDINANCE NO. 1265**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SNOQUALMIE AMENDING SNOQUALMIE MUNICIPAL CODE SECTION 10.12.030(A)(2) TO REDUCE THE SPEED LIMIT ON STATE ROUTE 202 (AKA RAILROAD AVENUE) BETWEEN MILEPOST 25.42 (NORTHERLY CITY LIMITS) AND MILEPOST 27.95 WITHIN THE CITY OF SNOQUALMIE; AND PROVIDING FOR SEVERABILITY AND EFFECTIVE DATE.**

**WHEREAS**, a portion of State Route 202 also currently known as Railroad Avenue lies within the City of Snoqualmie; and

**WHEREAS**, pursuant to Snoqualmie Municipal Code (“SMC”) Section 10.12.030(A)(2), the speed limit on SR 202 / Railroad Avenue beginning at milepost 26.55 and ending at milepost 27.39 is 30 miles per hour;

**WHEREAS**, RCW 46.04.280 and 46.61.415, and SMC Section 10.12.020 authorize the Snoqualmie City Council to alter the maximum speed limit within the city when it determines on the basis of an engineering and traffic investigation that the maximum speed permitted by state law is greater or less than is reasonable and safe under the conditions found to exist; and

**WHEREAS**, in June, 2014 the City of Snoqualmie initiated construction of substantial improvements to SR 202, known as the Town Center Phase 2A Improvements, between milepost 26.55 (Northern Street) and milepost 27.07 (Newton Street); and

**WHEREAS**, the traffic control plan approved by the City’s project manager engineer, Gray and Osborne for the Town Center Phase 2A project included temporary elimination of on-street parking, adjustment and narrowing of travel lanes, and other modifications; and

**WHEREAS**, based on changes instituted as a result of the Town Center Phase 2A traffic control plan, the Washington State Department of Transportation (“WSDOT”) determined on the basis of an engineering and traffic investigation that the then-applicable 30 miles per hour speed limit on SR 202

between mileposts 26.55 and 27.07 was greater than what was reasonable and safe under the conditions existing during construction of the Town Center Phase 2A project; and

**WHEREAS**, based upon the Washington State Department of Transportation’s engineering and traffic investigation, the City Council determined that 25 miles per hour was the reasonable and safe maximum limit on SR 202 / Railroad Avenue between Milepost 26.55 and Milepost 27.07, and that the current speed limit of 30 miles per hour should be temporarily decreased to 25 miles per hour until substantial completion of the Town Center Infrastructure Improvements Phase 2A project or June 30, 2015, whichever occurs first; and

**WHEREAS**, on August 11, 2014, the City Council adopted Ordinance No. 1137, which amended SMC Section 10.12.030 to reduce the speed limit on SR 202 (Railroad Avenue) to 25 miles per hour between milepost 26.55 and milepost 27.7; and

**WHEREAS**, Section 4 of Ordinance 1137 provided that its amendment of SMC Section 10.12.030 reducing the speed limit on SR 202 would be of no further force and effect upon the substantial completion of the Town Center Infrastructure Improvements Phase 2A project or June 30, 2015, whichever occurred first; and

**WHEREAS**, the City did not declare substantial completion of the Town Center Infrastructure Improvements Phase 2A project until October 2, 2015, which caused the speed limit reduction adopted in Ordinance No. 1137 to expire on June 30, 2015; and

**WHEREAS**, in July, 2018, the City of Snoqualmie requested that WSDOT review potential permanent speed reductions on SR 202, due to increased pedestrian and vehicle traffic to / from Snoqualmie Falls; vehicle conflicts arising from vehicles turning into / exiting from the Snoqualmie Falls parking lot; and conflicts between increased pedestrian traffic in historic downtown Snoqualmie and vehicles travelling along SR 202 and/or entering/exiting the back-in, angled parking along SR 202; and

**WHEREAS**, based on an engineering and traffic investigation, the Washington State Department of Transportation (“WSDOT”) has determined that the current speed limits applicable from the northern

City of Snoqualmie city limits and the southern limits of historic downtown Snoqualmie are greater than what is reasonable and safe under vehicle, bicycle, and pedestrian conditions currently existing, and that speed limits on SR 202 within the corporate limits of the City of Snoqualmie should be reduced as set forth below;

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SNOQUALMIE,  
WASHINGTON, HEREBY ORDAINS AS FOLLOWS:**

**Section 1. Amendment of SMC Section 10.12.030.** Snoqualmie Municipal Code

Section 10.12.030 is hereby amended to read as follows:

**10.12.030 Schedule of approved altered speed limits.**

On the basis of engineering and traffic investigation, the following altered speed limits are hereby established:

A. SR 202 (with the approval of the Secretary of Transportation):

1. Beginning at milepost ~~23.80~~ 25.42 (the northerly City of Snoqualmie boundary) and ending at milepost ~~26.55~~ 7 (SE Northern Street), ~~45~~ 35 miles per hour;
2. Beginning at milepost ~~26.55~~ 7 (SE Northern Street) and ending at milepost ~~27.39~~ 07 (SE Newton Street), ~~30~~ 25 miles per hour, ~~and beginning at milepost 27.07 and ending at milepost 27.39, 30 miles per hour;~~
3. Beginning at milepost ~~27.39~~ 07 (SE Newton Street) and ending at milepost ~~27.95, 40~~ 35 miles per hour; and
4. Beginning at milepost 27.95 and ending at milepost 28.28, at the boundary of the corporate limits of the cities of Snoqualmie and North Bend, 50 miles per hour.

B. Snoqualmie Parkway within the corporate limits of the city, 40 miles per hour. (Ord. 939 § 1, 2003; Ord. 841 § 2, 1999).

**Section 2. Coordination With WSDOT.** A copy of this Ordinance shall be provided to the Secretary of the Washington State Department of Transportation along with a request that, pursuant to RCW 47.24.020(11), RCW 46.61.415(6) and RCW 47.24.020(13), the Secretary approve the reductions in maximum speed adopted in Section 1 above and authorize the City to install appropriate “25 miles per hour” and “35 miles per hour” maximum speed limit signs, as applicable, in accordance with the Manual on Uniform Traffic Control Devices (“MUTCD”).

**Section 3. Effective Date.** This ordinance shall become effective five (5) days after passage and publication.

**Section 4. Severability.** If any section, sentence, clause or phrase of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this ordinance.

**Section 5. Publication.** This ordinance or a summary thereof consisting of the title shall be published in the official newspaper of the City at the earliest possible publication date.

**Section 6. Corrections by City Clerk or Code Reviser.** Upon approval of the City Attorney, the City Clerk and the code reviser are authorized to make necessary corrections to this ordinance, including but not limited to the correction of clerical errors; references to other local, state or federal laws, codes, rules, or regulations; or ordinance numbering and section/subsection numbering.

**ADOPTED BY THE CITY COUNCIL OF SNOQUALMIE, WASHINGTON THIS  
\_\_ DAY OF \_\_\_\_\_, 2022, AND SIGNED INTO AUTHENTICATION THIS  
\_\_ DAY OF \_\_\_\_\_, 2022.**

\_\_\_\_\_  
Katherine Ross, Mayor

Attest:

\_\_\_\_\_  
Reina McCauley, Deputy City Clerk

Approved as to form:

\_\_\_\_\_  
Bob C. Sterbank, City Attorney