

	Section	Type	Current Goal/Objective/Policy	Recommendation	Revised Goals/Policies	
Transportation	Land Use and Transportation Coordination	Goal	A local transportation system that provides for a full spectrum of safe, efficient and convenient travel within and through the City and that supports the City's vision for a unified, prosperous and complete community.	Revised	Revised Goal: 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.	Concerns if existing infrastructure can support increased growth
Transportation	Land Use and Transportation Coordination	Objective deleted	A multi-modal transportation system that supports the City's planned land use pattern.	Combined into goal	Objectives are not part of the 2044 comp plan and can be inserted as needed into goals.	
Transportation	Land Use and Transportation Coordination	Policy	Plan and preserve transportation system routes and capacity to support planned growth based on projected travel demands.	Keep		
Transportation	Land Use and Transportation Coordination	Policy	Require infrastructure to be aesthetically pleasing and in context with the existing or desired community character of individual City areas, particularly in regard to streets, which are the largest segment of the public realm.	Revised	Revised Policy: Ensure that street infrastructure projects are designed to harmonize with and enhance the distinctive character and visual identity of each city area.	
Transportation	Land Use and Transportation Coordination	Policy	Ensure transportation improvements or strategies accommodate development impacts concurrent with that development, and prohibit development if it causes the levels of service for transportation facilities to decline below adopted standards, as required by the GMA.	Revised	Revised Policy: 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.	Responds to PSRC and Commerce requirementsIncreased volumes throughout city, concerns if existing infrastructure can support increased growth
Transportation	Land Use and Transportation Coordination	Policy	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.	Revised	Revised Policy: 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.	Increased transit service accessibility, frequency, destinations (most frequent comment), Bike path throughout town and connecting to North Bend and Issaquah
Transportation	Land Use and Transportation Coordination	Policy	Maintain a transportation capital improvement plan that balances and coordinates system improvements for all modes and supports economic development.	Keep		Increased volumes throughout city, Congestion in key intersections/destinations (Falls), concerns if existing infrastructure can support increased growth
Transportation	Land Use and Transportation Coordination	Policy	Ensure multiple connections between new and historic parts of the City are planned and required in conjunction with future annexation and development of the Snoqualmie Hills Urban Growth Area.	Revised	Revised Policy: Encourage multiple connections between new development and historic parts of the city when feasible.	
Transportation	Land Use and Transportation Coordination	Policy	Pursue an additional southerly exit from the Snoqualmie Hills Planning area to North Bend Way and Interstate-90.	Removed (programmatic)		
Transportation	Land Use and Transportation Coordination	Policy		New	New Policy: Monitor and prepare for changes in transportation technologies and mobility patterns.	
Transportation	Land Use and Transportation Coordination	Policy		New	New Policy: Increase the resilience of the City's transportation system and support strategies for security and emergency management responses.	
Transportation	Intergovernmental Transportation Planning	Goal		New	New Goal: Ensure regional coordination and consistency with the State, PSRC, King County and adjacent jurisdictions' transportation plans.	
Transportation	Intergovernmental Transportation Planning	Objective	The City's transportation element is coordinated and consistent with the State, King County and North Bend transportation plans.	Combined into goal	Objectives are not part of the 2044 comp plan and can be inserted as needed into goals.	
Transportation	Intergovernmental Transportation Planning	Policy	Coordinate with the Washington State Department of Transportation regarding planning for SR202/Railroad Avenue within the City and for the I-90-SR-18/Snoqualmie Parkway interchange.	Revised	Revised Policy: Coordinate with WSDOT on the transfer of the Snoqualmie Parkway to state operational and maintenance responsibility.	Congestion in key intersections/destinations (Falls)
Transportation	Intergovernmental Transportation Planning	Policy	Coordinate with King County and North Bend for consistent local planning on roadways and trail connections, and where traffic generated outside Snoqualmie could impact City levels of service and improvements.	Revised	Revised Policy: Coordinate with local and regional entities when traffic generated outside Snoqualmie could impact City levels of service.	
Transportation	Intergovernmental Transportation Planning	Policy	Participate in regional transportation planning processes to assure that City interests are reflected in regional transportation plans.	Revised	Revised Policy: 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.	
Transportation	Intergovernmental Transportation Planning	Policy		New	New Policy: Support safe movement of freight by establishing clear signage, on routes that serve trucks, hazardous material transport, and oversized load routes.	Heavy truck traffic/freight, safety and wear and tear
Transportation	Street System	Goal		New	New Goal: Promote an equitable and accessible transportation system through services, facilities and improvements.	
Transportation	Street System	Objective	The street system provides for safe, pleasant and efficient vehicle, pedestrian, bicycle and transit travel within the City.	Combined into goal	Objectives are not part of the 2044 comp plan and can be inserted as needed into goals.	
Transportation	Street System	Policy	Classify streets by function as shown in Table 8.13 of the Transportation Element, so that needed traffic capacity may be preserved and planned street improvements will be consistent with those functions.	Removed (programmatic)		Streets are claified and policy is not needed. Element is being rewritten and will no longer have the tables.
Transportation	Street System	Policy	Designate Principal Arterials as truck routes, and ensure those roadways are constructed with appropriate pavement materials and adequate geometry for heavy vehicle traffic.	Removed		
Transportation	Street System	Policy	For vehicular transportation planning and development review, use level of service (LOS) measures to evaluate system performance and needs, and apply a peak-hour LOS D standard for arterial intersections, with LOS E at side-street stop locations acceptable unless a signal is warranted or required by the City Traffic Engineer.	Revised	Revised Policy: 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.	
Transportation	Street System	Policy	For street development and redevelopment projects, plan for complete streets, which meet the needs of pedestrian, bicycle and transit users within the street right of way wherever feasible, consistent with street classification and projected travel volumes.	Revise	Revised Policy: 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.	
Transportation	Street System	Policy	Consult the recommendations of the neighborhood profiles in Community Character Element 3, and the 2006 Downtown Master Plan for transportation project planning and implementation.	Remove		
Transportation	Street System	Policy	Annually adopt a Six-Year Transportation Improvement Plan that implements the Comprehensive Plan.	Removed		
Transportation	Street System	Policy		New	New Policy: Support access, connections and mobility for all and vulnerable populations through investment of equitable modes of transportation.	
Transportation	Street System	Policy		New	New Policy: Recognize and accommodate the special transportation needs of the elderly, children, and persons with disabilities in all aspects of transportation planning, programming, and implementation.	
Transportation	Street System	Policy		New	New Policy: Ensure safety enhancements and maintenance of infrastructure in transportation improvement projects for all modes.	Safety - pedestrian, cyclist and vehicular
Transportation	Bicycle and Pedestrian System	Goal		New	New Goal: Encourage a system of safe trails and corridors including lighting, that supports non-motorized travel for commuting, local trips and healthy physical activity.	
Transportation	Bicycle and Pedestrian System	Objective	A system of trails and corridors that encourages and facilitates bicycling and walking for commuting, local travel trips and healthy physical activity.	Combined into goal		Objectives are not part of the 2044 comp plan and can be inserted as needed into goals.

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Transportation	Bicycle and Pedestrian System	Policy	Provide, and require 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.	Revised	Revised Policy: 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.	Bike path throughout town, and connecting to North Bend and Issaquah
Transportation	Bicycle and Pedestrian System	Policy	Use the 2012 Pedestrian and Bicycle Network Recommendations Report, and subsequent updated Plans and reports, to prioritize pedestrian and bicycle improvements.	Removed		
Transportation	Bicycle and Pedestrian System	Policy	Consider opportunities for multi-use trails (separated from vehicle lanes) on principal and minor arterial corridors, and shared bicycle facilities on select collector arterials.	Keep		

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Transportation	Bicycle and Pedestrian System	Policy	Work with the School District to identify needed pedestrian facility improvements on school walk routes to increase pedestrian safety.	Revised	Revised Policy: Collaborate with the School District to identify pedestrian safety improvements on school walk routes.	
Transportation	Bicycle and Pedestrian System	Policy	Provide sufficient bicycle parking in the Historic Downtown, Snoqualmie Ridge Neighborhood Center and public parks to meet demand and encourage bicycle travel.	Revise	Revised Policy: 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.	
Transportation	Bicycle and Pedestrian System	Policy		New	New Policy: 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.	
Transportation	Bicycle and Pedestrian System	Policy	Require large office and industrial development to provide facilities to support employee bicycle commuting.	Removed/Consolidated		
Transportation	Travel Demand Management and Environmental Stewardship	Goal		New	New Goal: Strive to improve air quality by reducing vehicular greenhouse gas emissions and supporting alternative options to single-occupant vehicle travel.	
Transportation	Travel Demand Management and Environmental Stewardship	Objective	Sufficient and convenient opportunities exist to use transit, carpools, vanpools and electric vehicles, supporting improved air quality, reduced vehicular greenhouse gas emissions, and alternative options to single-occupant vehicle travel.	Combined into goal	Objectives are not part of the 2044 comp plan and can be inserted as needed into goals.	
Transportation	Travel Demand Management and Environmental Stewardship	Policy	Work with Metro and other organizations to improve service and increase transit ridership within the City and between Snoqualmie, regional destinations and adjacent communities.	Revised	Revised Policy: Collaborate with Metro and other organizations to improve service and increase transit ridership within the City and between Snoqualmie, regional destinations and adjacent communities.	Increased transit service accessibility, frequency, destinations
Transportation	Travel Demand Management and Environmental Stewardship	Policy	Work with and support the Snoqualmie Valley School District to develop and implment demand management strategies to reduce traffic and parking problems around schools.	Revised	Revised Policy: Collaborate with the Snoqualmie Valley School District to develop and implement demand management strategies to reduce traffic and parking problems around schools.	
Transportation	Travel Demand Management and Environmental Stewardship	Policy	Provide opportunities for electric vehicle recharge and alternate fuel refueling stations to encourage and promote the use of electric and alternatively-fueled vehicles.	Revised	Revised Policy: Consider additional opportunities including leveraging grants for the installation of electric vehicle recharge and alternate fuel refueling	
Transportation	Travel Demand Management and Environmental Stewardship	Policy	Support public education on the social and environmental impacts of travel choices to encourage the use of alternatives to single-occupancy travel.	Keep		
Transportation	Travel Demand Management and Environmental Stewardship	Policy	Follow Evergreen Fleets policies and actively participate in Clean Cities Coalition and other leading regional green vehicle groups.	Revised	Revised Policy: Engage with regional sustainability organizations to promote eco-friendly transportation initiatives.	
Transportation	Travel Demand Management and Environmental Stewardship	Policy	Actively pursue a park and ride near the Interstate-90 interchange, or at some other suitable location in the City, to facilitate use of mass transit and carpooling.	Revised	Revised Policy: Explore the feasibility of establishing mobility hubs at suitable locations in the City to facilitate use of mass transit and carpooling accessibility.	Increased transit service accessibility, frequency, destinations
Transportation	Travel Demand Management and Environmental Stewardship	Policy	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.	Revised	Revised Policy: 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.	
Transportation	Travel Demand Management and Environmental Stewardship	Policy	Encourage voluntary compliance with the Commute Trip Reduction Efficiency Act for those that are not otherwise subject to it.	Removed		
Transportation	Travel Demand Management and Environmental Stewardship	Policy	Encourage the use of single occupant vehicle alternatives, and more energy efficient automobiles, by allowing parking requirement reductions for green vehicles, car-sharing, carpool parking, vanpools, transit passes and extra bicycle employee parking, where supported by a parking demand management program.	Removed	Consolidated	
Transportation	Travel Demand Management and Environmental Stewardship	Policy		New	New Policy: Design transportation facilities improvements consistent with City stormwater regulations which minimize impacts and encourages fish passage and wildlife habitat areas and corridors.	
Transportation	Travel Demand Management and Environmental Stewardship	Policy		New	New Policy: Incorporate environmental factors into transportation decision-making that minimizes impacts to natural and cultural resources.	
Transportation	Planning, Design And Maintenance	Goal		New	New Goal: Provide for maintaining and preserving the life and utility of the City's transportation system and investments.	
Transportation	Planning, Design And Maintenance	Objective	The City's transportation system supports local prosperity and community distinctiveness and enhances the public realm by providing pleasant and convenient access to homes, businesses, schools and other key destinations in the City.	Combined into goal	Objectives are not part of the 2044 comp plan and can be inserted as needed into goals.	
Transportation	Planning, Design And Maintenance	Policy	Ensure consistent and equitable system improvements throughout the City, we employ street design standards guiding driveway access, sidewalks, lighting, on-street parking, landscaping, street trees, and the widths of lanes, right-of-ways, planting strips and medians.	Revise	Revised Policy: Ensure consistent and equitable system improvements throughout the City.	
Transportation	Planning, Design And Maintenance	Policy	Limit the use of cul-de-sacs and dead-end streets in new subdivisions and street improvement proposals wherever feasible to optimize circulation options within and between neighborhoods, and to assist with long-term emergency management needs.	Keep	Revised Policy: Encourage design of new developments to provide efficient pedestrian friendly traffic circulation.	
Transportation	Planning, Design And Maintenance	Policy	Limit driveway access on principal, minor and collector arterials to minimize curb cuts, maximize vehicle carrying capacity, reduce potential vehicle conflicts, and enhance pedestrian safety and comfort.	Removed		
Transportation	Planning, Design And Maintenance	Policy	Maintain and improve alley rights-of-way for public use, require vehicle access by alleys where available, and prevent encroachment from adjacent private property onto public property.	Removed		
Transportation	Planning, Design And Maintenance	Policy	Maintain streets in accordance with our Pavement Management Plan, which systematically and objectively prioritizes projects, and balance the maintenance of newer streets with the needed reconstruction of failed streets.	revise	Revised Policy: Systematically and objectively prioritizes paving projects in accordance with a Pavement Management Plan.	Safety and wear and tear, especially on Parkway, street, sidewalks and bridges existing conditions (poor, potholes)
Transportation	Planning, Design And Maintenance	Policy	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.	Keep		
Transportation	Planning, Design And Maintenance	Policy	Support local transit partnerships for better intravalley connections and to support tourism within Snoqualmie.	Revised	Revised Policy: Support local transit partnerships for better regional connections and to support tourism within Snoqualmie.	Increased transit service accessibility, frequency, destinations
Transportation	Planning, Design And Maintenance	Policy		New	New Policy: 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.	Street, sidewalks and bridges existing conditions (poor, potholes)
Transportation	Planning, Design And Maintenance	Policy		New	New Policy: Identify stable and adequate funding mechanisms for transportation facilities.	Concerns if existing infrastructure can support increased growth
Transportation	Planning, Design And Maintenance	Policy		New	New Policy: Ensure that the land use element, transportation element, and financing plan are coordinated and consistent for the 6 and 20-year planning period.	