



Office of the Mayor

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Transportation Commission

October 3, 2022

OCT 10 2022

Washington State Transportation Commission
Attention: Reema Griffith
PO Box 47308
Olympia, WA 98504-7308

RE: Request Jurisdiction Transfer of Snoqualmie Parkway from the City of Snoqualmie to WSDOT

Dear Transportation Commission Members:

The City of Snoqualmie is requesting the jurisdiction transfer of Snoqualmie Parkway, between the terminus of State Route 18 at Interstate 90 and State Route 202/Railroad Avenue, from the City of Snoqualmie to the Washington State Department of Transportation (WSDOT).

The City of Snoqualmie is making this request because Snoqualmie Parkway is a regionally significant freight and mobility corridor and a principal arterial that is a connecting link between two state highways. The attached report justifies that the requested transfer complies with criteria established by RCW 47.17.01.

Please note that the City of Snoqualmie was selected to receive \$5,000,000 in the 2022 Supplemental Transportation Budget through the Move Ahead Washington (MAW) – Capital Projects program for the purpose of rehabilitating Snoqualmie Parkway. The City of Snoqualmie is providing \$1,400,000 in local funds for this project. The City intends to complete the design phase for this project in 2022 and construction in the summer of 2023. The work will include repaving, structure improvements as needed, channelization, and ADA curb ramp upgrades. Thus, if the transfer request is approved, the State will receive a transportation facility that does not require improvement or immediate maintenance.

The City of Snoqualmie requests the Transportation Commission's consideration for endorsement of the Snoqualmie Parkway jurisdiction transfer request.

If you have any questions, please contact me at (425) 281-3333.

Sincerely,

Katherine Ross, Mayor

Enclosure: City of Snoqualmie Jurisdiction Transfer Justification Report 07-18-22

Snoqualmie Parkway Jurisdiction Transfer from City of Snoqualmie to WSDOT

Justification Report

Introduction

The City of Snoqualmie requests the transfer of ownership of Snoqualmie Parkway to the Washington State Department of Transportation (WSDOT). In 2009, the House Committee on Transportation designated the Washington State Transportation Commission (WSTC) the responsibility to review route jurisdiction transfer requests from cities, counties, or the state and to provide recommendations to the Senate and House Transportation Committees prior to a legislative session.¹ WSTC utilizes criteria outlined in RCW 47.17.001² in evaluating jurisdiction transfer requests. This report documents a traffic analysis conducted pursuant to the criteria described in RCW 47.17.001 and presents justification for the requested ownership transfer of Snoqualmie Parkway to WSDOT.

About Snoqualmie

The City of Snoqualmie is located in King County, approximately 28 miles east of Seattle. Snoqualmie has a population of 14,200. Snoqualmie Parkway is one of two major routes accessing the City of Snoqualmie, the other being State Route (SR) 202. Snoqualmie Parkway connects SR 202 near Snoqualmie Falls to I-90 and SR 18.

Quick facts about Snoqualmie Parkway

- 3.5-mile, four-lane, divided principal arterial
- Posted speed limit: 40 mph
- Annual average daily traffic (AADT):
11,800 – 14,700 (near SR 202)
19,900 – 24,400 (near I-90)
- Average daily truck percentage: 10%
- Average daily truck traffic: 1,500

Jurisdiction Transfer Review

Snoqualmie Parkway is a four-lane divided principal arterial that facilitates both regional and local trips in the City of Snoqualmie. The City of Snoqualmie's proposed transfer extents encompass the full length of Snoqualmie Parkway from the terminus of State Route 18 (SR 18) to Railroad Avenue/State Route 202 (SR 202), as shown in **Figure 1**. In relation to RCW 47.17.001, the most relevant criteria related to this type of jurisdiction transfer include:

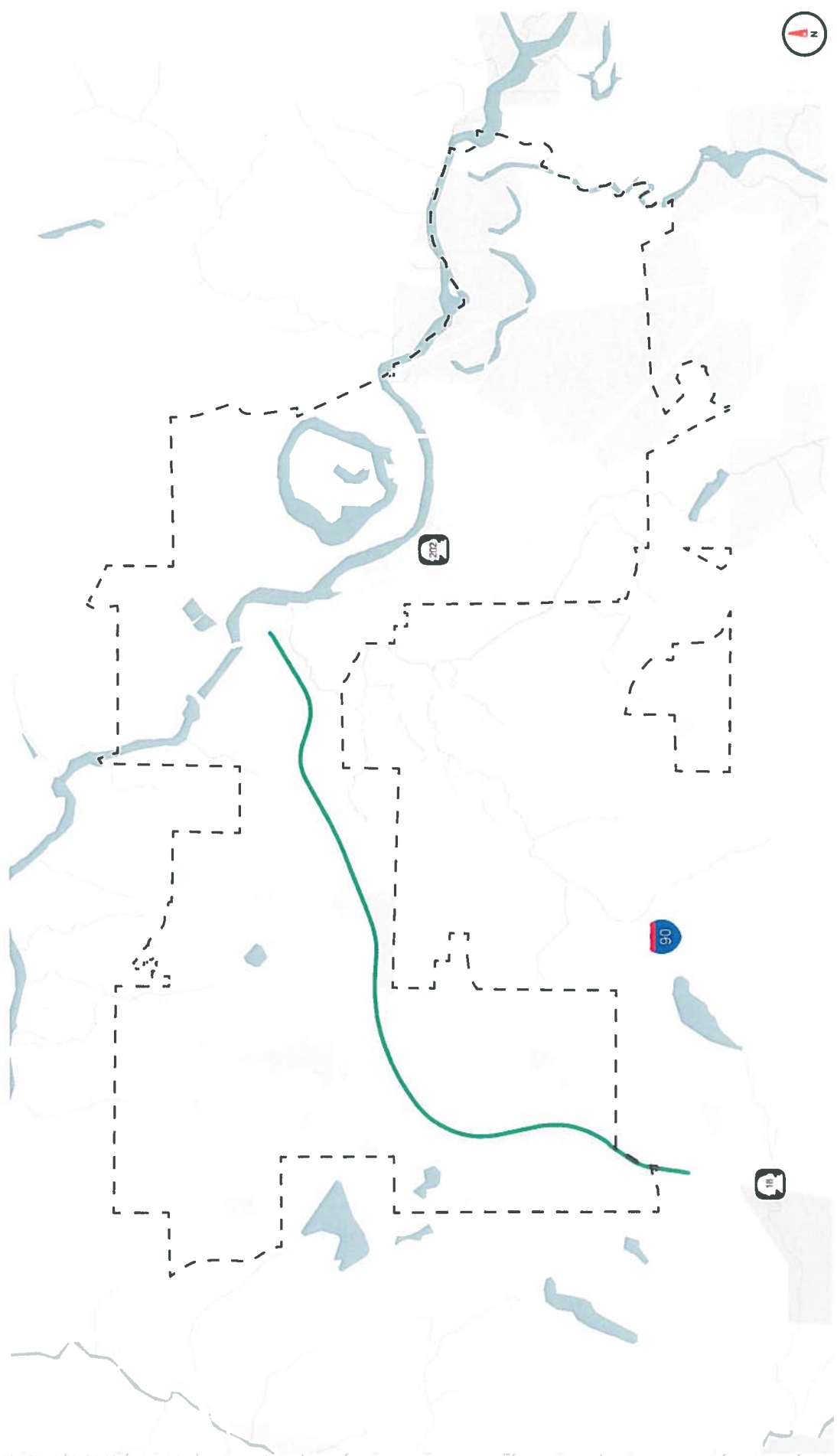
- **RCW 47.17.001 (2a):** [The highway] is part of an integrated system of roads and carries in excess of three hundred thousand tons [freight] annually and provides primary access to a rural port or intermodal freight terminal.
- **RCW 47.17.001 (3c):** [The highway] is an urban extension of a rural state highway into or through an urban area and is necessary to form an integrated system of state highways.

¹ House Committee on Transportation. House Bill Report SB 5028, 2009.

² Washington State Legislature. RCW 47.17.001: Criteria for changes to system.

- **RCW 47.17.001 (3d):** [The highway] is a principal arterial that is a connecting link between two state highways and serves regionally oriented through traffic in urbanized areas with a population of fifty thousand or greater, or is a spur that serves regionally oriented traffic in urbanized areas.

The subsequent sections present an in-depth review of each of the relevant criteria with respect to the existing conditions of Snoqualmie Parkway using various data sources, including WSDOT's 2021 Freight and Goods Transportation System update, historical traffic count data, and Big Data (location-based services and navigation global positioning system (GPS) data from anonymized smartphones and navigation devices in vehicles).



Legend

--- City Limits

— Snoqualmie Parkway



Figure 1

Study Corridor - Snoqualmie Parkway

RCW 47.17.001 (2a)

The criterion described under **RCW 47.17.001 (2a)** merits a highway based on its role in facilitating freight and good movement. Snoqualmie Parkway is a designated truck route of the state's Freight and Goods Transportation System (FGTS), a Washington-specific freight designation system, which classifies the state's freight corridors by modes based on annual freight tonnage moved through truck, rail, and waterway freight corridors.³ Based on 2021 WSDOT data, Snoqualmie Parkway is classified as a T-3 corridor that facilitates the transportation of more than three hundred thousand but less than four million tons of freight per year. Based on an estimated daily truck volume of 1,000 each with an estimated average load of 20,000 pounds, this would translate into an annual tonnage of approximately 3 million tons moved on Snoqualmie Parkway. These results highlight the critical role of Snoqualmie Parkway in freight and goods movement as the roadway substantially exceeds the minimum threshold of three hundred thousand tons of freight per year outlined under **RCW 47.17.001 (2a)**.

Part of the criterion also requires that a highway provides primary access to a rural port or an intermodal freight terminal. However, out of the 74 ports in the state, none are located in the immediate vicinity of Snoqualmie Parkway, and neither is an intermodal freight terminal. To fully understand where trucks are coming from or going, the project team utilized truck "Big data" from StreetLight Data, which offers several trip-making metrics from navigation-GPS data from a commercial fleet management system. StreetLight Data uses truck data with two classification categories: medium-duty commercial vehicles, defined as those between 14,000 and 26,000 lbs. and heavy-duty commercial vehicles, defined as those over 26,000 lbs.

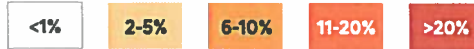
Figure 2 highlights the key origins and destinations for trucks that access Snoqualmie Parkway using all-day truck trip activity data for all days of the week during the months of July and August in 2021. As illustrated in **Figure 2**, Snoqualmie Parkway not only serves as an access link for trucks originating or destined within city limits or the North Bend area but also from different parts of the Puget Sound region, including the Port of Tacoma, Kent Manufacturing/Industrial Center (MIC), and the Southeast Redmond industrial area. A key generator of truck activity is just northeast of the City of Snoqualmie, where commercial logging and aggregate extraction/processing occurs. To further reinforce Snoqualmie Parkway's freight significance, the project team also reviewed pass-through truck trips along Snoqualmie Parkway (trips that neither originate nor have destinations within city limits). As shown in **Figure 2**, one-third of truck trips along Snoqualmie Parkway are pass-through trips to and from other parts of the Puget Sound region, and only 15 percent of all truck trips utilizing Snoqualmie Parkway have an origin-destination pair within city limits. These findings emphasize Snoqualmie Parkway's role in

³ WSDOT. Washington State freight and Goods Transportation System (FGTS) Update, 2021.

connecting resource extraction activities in East King County to regional manufacturing and export facilities that are linked by the state highway network.

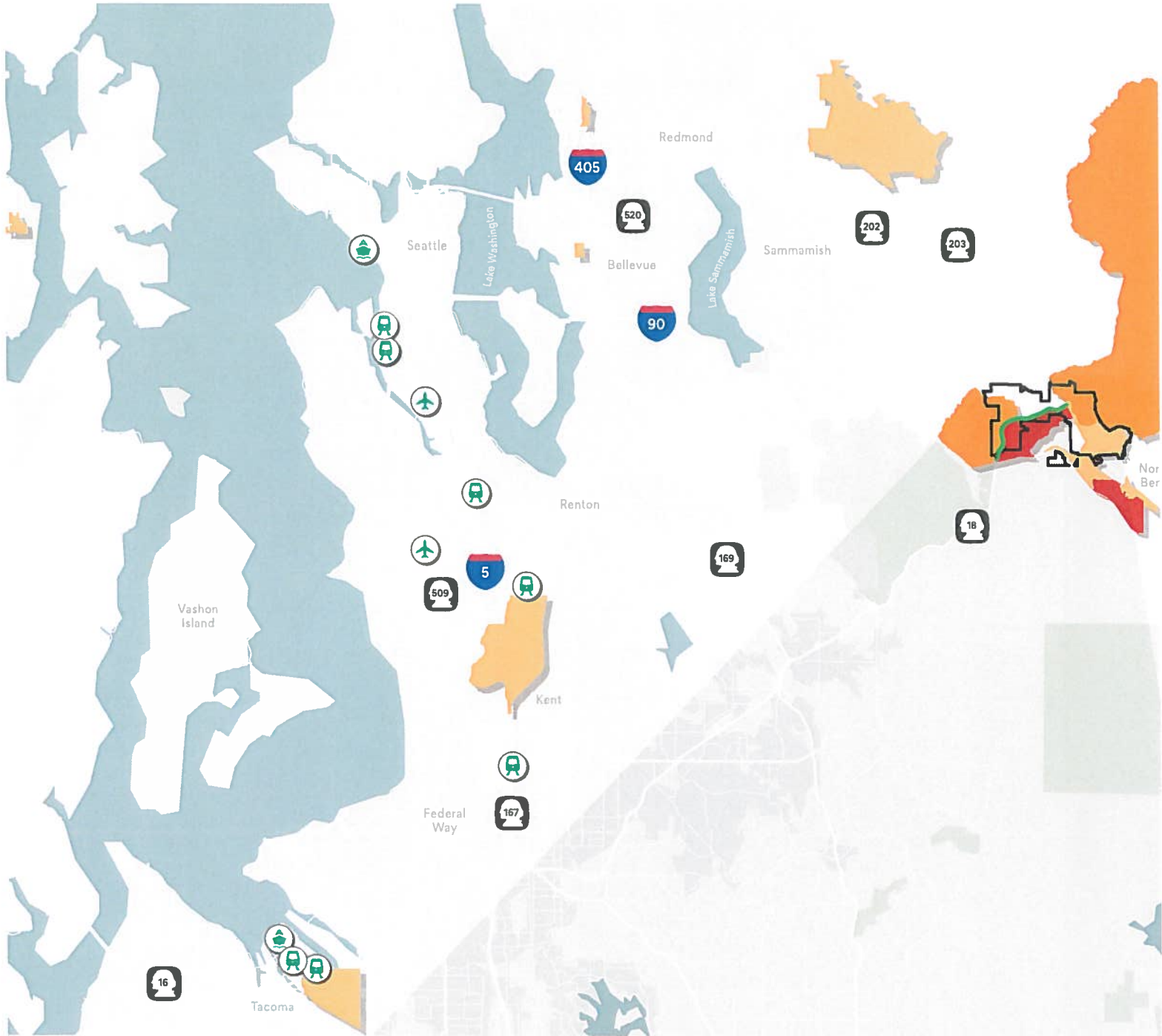
Figure 2
**Regional Freight Significance
 of Snoqualmie Parkway**

Distribution of Total Truck Activity



Of all the trucks utilizing Snoqualmie Parkway, this is the percentage of where they are going or coming from

Freight Facility Type



50% of all truck trips on Snoqualmie Parkway:
 Originate in Snoqualmie and end beyond city limits or Originate beyond city limits and end in Snoqualmie

Only **15%** of all Snoqualmie Parkway truck trips have an origin-destination pair within city limits.



RCW 47.17.001 (3c)

Snoqualmie Parkway also meets the criterion described under **RCW 47.17.001 (3c)** for jurisdiction transfer from the city to WSDOT. As illustrated in **Figure 1**, the southern terminus of Snoqualmie Parkway is directly connected to SR 18; therefore, Snoqualmie Parkway serves as a natural extension of the state highway system, linking SR 18 to SR 202 through the City of Snoqualmie, which is part of the Census Bureau's urban area designation for the greater Puget Sound Region.

RCW 47.17.001 (3d)

To discuss the relevance of criteria **RCW 47.17.001 (3d)**, the project team relied on both GPS and LBS data from StreetLight Data. In addition to the truck GPS data discussed earlier, trip activity for passenger cars was compiled to obtain a comprehensive picture of traffic on Snoqualmie Parkway. Similar to the truck data, the passenger-car data included all-day trip activity for all days of the week during the months of July and August in 2021. Passenger cars accessing Snoqualmie Parkway have a geographic coverage that extends throughout the Puget Sound region. Approximately two-thirds of the total passenger-car trips are regional in nature; the trips have an origin or destination beyond city limits. Approximately 23 percent of passenger-car trips that utilize Snoqualmie Parkway have an origin or destination more than 5 miles away from Snoqualmie Parkway and about 17 percent have an origin or destination more than 10 miles away. The top routes for these regional passenger-car trips include Interstate 90 and SR 202.

As highlighted earlier under **RCW 47.17.001 (2a)**, Snoqualmie Parkway plays a critical role in facilitating freight and goods movement. 85 percent of trucks accessing Snoqualmie Parkway are regional in nature, and 35 percent neither originate nor have destinations within city limits, thus only using Snoqualmie Parkway as a connecting link between other state highways. Looking at both passenger-car and truck trips, it is evident that Snoqualmie Parkway serves regionally oriented through traffic.

Conclusion

Based on the travel pattern data reviewed against the guidelines outlined in RCW 47.17, it is evident that there is justification for a jurisdiction transfer of Snoqualmie Parkway from the City of Snoqualmie to WSDOT. Specifically, as it relates to the criteria described in RCW 47.17.001, the findings are summarized below:

- In relation to **RCW 47.17.001 (2a)**, Snoqualmie Parkway is a designated T-3 freight corridor that is part of an integrated Freight and Goods Transportation System (FGTS) and carries more than three hundred thousand tons of freight per year between resource extraction sites and regional manufacturing and industrial centers and the Port of Tacoma.
- Additionally, Snoqualmie Parkway is a natural extension of SR 18 through Snoqualmie, forming an integrated system of state highways SR 202 to I-90, SR 169, SR 516, SR 164, SR 167, and I-5. Therefore, Snoqualmie Parkway meets the eligibility requirements under **RCW 47.17.001 (3c)**.
- With reference to **RCW 47.17.001 (3d)**, Snoqualmie Parkway serves regionally oriented traffic from the greater Snoqualmie/North Bend area and other parts of the Puget Sound region. One-

third of truck trips on Snoqualmie Parkway are pass-through trips to and from other parts of the Puget Sound region, and only 15 percent of all truck trips utilizing Snoqualmie Parkway have an origin-destination pair within the City of Snoqualmie. Furthermore, two-thirds of the total passenger-car trips are regional in nature; the trips have an origin or destination beyond city limits, accessed using other state highways – primarily I-90 and SR 202. Approximately 23 percent of these trips have an origin or destination more than 5 miles away from Snoqualmie Parkway and about 17 percent more than 10 miles away.

Centered on the above summarized findings, Snoqualmie Parkway meets the criteria of a state highway as it relates to RCW 47.17.001 (2a), RCW 47.17.001 (3c) and RCW 47.17.001 (3d). The City of Snoqualmie's planned repaving, structure improvements, channelization, and ADA curb ramp upgrades by summer 2023 ensures that jurisdiction transfer proceedings are for a transportation facility that does not require immediate improvements or maintenance.