



Snoqualmie RJT Request

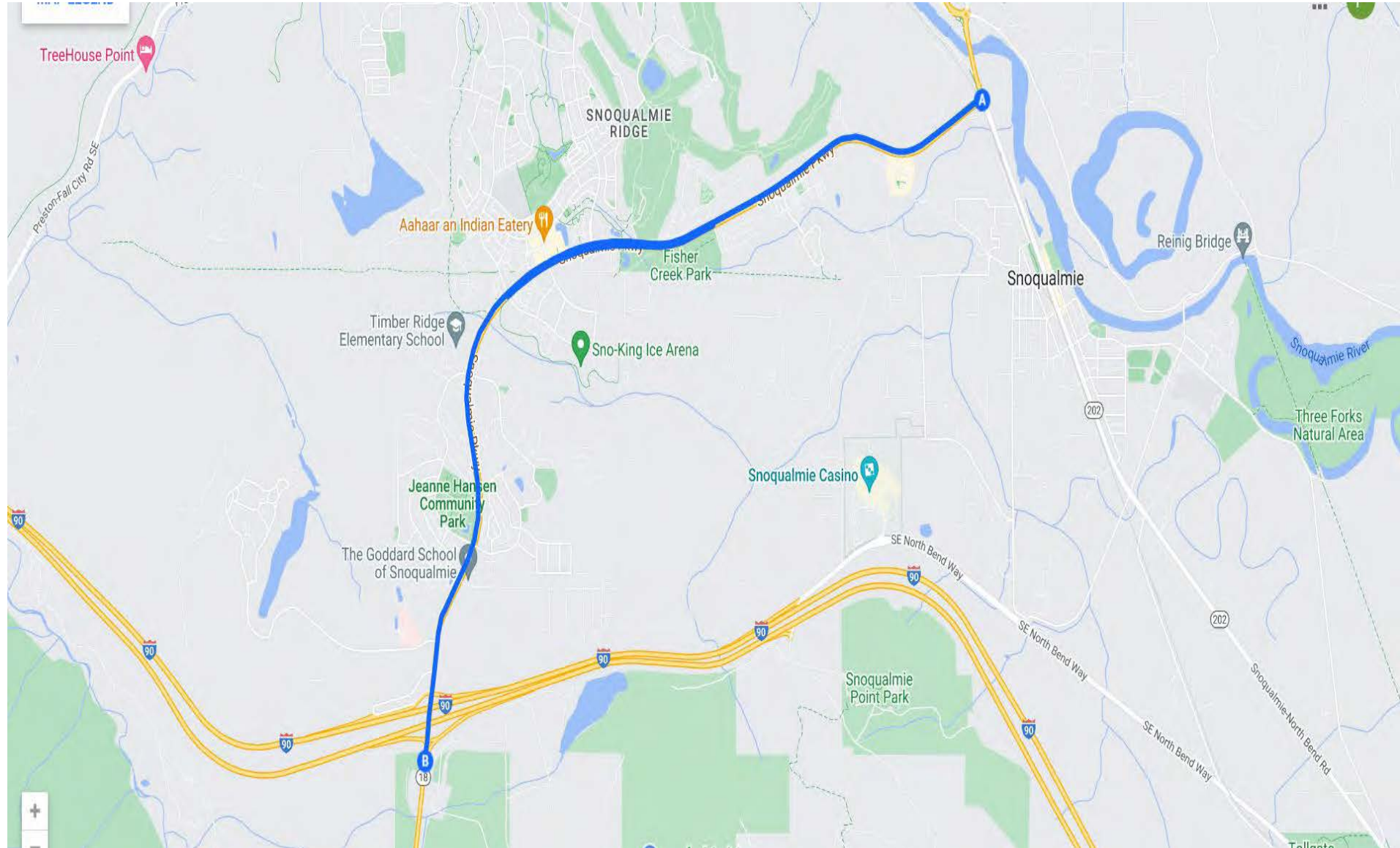
City of Snoqualmie is requesting a transfer of the Snoqualmie Parkway, between the terminus of SR 18 at I-90 and SR 202/Railroad Ave., to the State of Washington.



Snoqualmie Parkway – typical cross-section



Snoqualmie requests transfer of Snoqualmie Parkway, between SR 18 at I-90 and SR 202, from City to State





Key Facts: Snoqualmie Parkway within Snoqualmie

- Three and a half mile, four lane, divided principal arterial with a posted speed of 40 MPH.
- The corridor connects SR 202 near Snoqualmie falls to I-90 and SR 18, serving as a natural extension of the state highway system by linking SR 18 and SR 202 through a US Census Bureau designated Urban Area.
- Annual average daily traffic (AADT) is 11,800-14,700 on the north end and the south end is 19,900-24,400 AADT.
- Large trucks comprise approximately 10% on the entire corridor at approximately 1,500 average daily trucks.
- The corridor is primarily used by through traffic, particularly freight. Based on 2021 WSDOT data, Snoqualmie Parkway is classified as a T-3 corridor that facilitates the transportation of an estimated 3 million tons annually.



Review of Statutory Criteria – Determining a State Highway

RCW 47.17.001 defines the criteria of transferring routes between the Washington State Department of Transportation and cities or counties.

The City of Snoqualmie's request meets the following criteria in Subsection (3)(c) and (4)(d)(iii):

(3) An urban highway route that meets any of the following criteria should be designated as part of the state highway system:

- (a) Is designated as part of the interstate system;
- (b) Is designated as part of the system of numbered United States routes;
- (c) 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;
- (d) 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.

(4) The following guidelines are intended to be used as a basis for interpreting and applying the criteria to specific routes

- (d) Exceptions may be made to include:
 - (i) Rural spurs as state highways if they meet the criteria relative to serving population centers of one thousand or greater population or activity centers with population equivalencies or an aggregated population of one thousand or greater;
 - (ii) Urban spurs as state highways that provide needed access to Washington state ferry terminals, state parks, major seaports, and trunk airports; and
 - (iii) Urban connecting links as state highways that function as needed bypass routing of regionally oriented through traffic and benefit truck routing, capacity alternative, business congestion, and geometric deficiencies.



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