

BOARD OF COUNTY COMMISSIONERS
COUNTY OF KITTITAS
STATE OF WASHINGTON

RESOLUTION NO. 2026 - 078

ADOPTING THE SNOQUALMIE PASS COMPREHENSIVE SAFETY ACTION PLAN

WHEREAS: In accordance with the United States Department of Transportation (USDOT) 2022 Federal Highway Safe Streets and Roads for All (SS4A) grant, Public Works has prepared a Snoqualmie Pass Comprehensive Safety Action Plan; and

WHEREAS: The Snoqualmie Pass Comprehensive Safety Plan identifies prioritized locations for potential safety improvements based upon requirements set forth in USDOT SS4A call for project guidance; and

WHEREAS: An adopted Comprehensive Safety Plan is a requirement to be eligible to apply for implementation funding through the SS4A program.

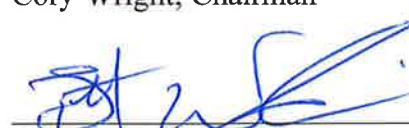
NOW, THEREFORE BE IT RESOLVED that the Board of County Commissioners, in the best interest of the public, does hereby adopt the Snoqualmie Pass Comprehensive Safety Action Plan, hereto attached and approve the pursuit of further funding opportunities through the United States Department of Transportation (USDOT) Safe Streets and Roads for All program.

DATED this 5th day of May 2026, at Ellensburg, Washington.

BOARD OF COUNTY COMMISSIONERS
KITTITAS COUNTY, WASHINGTON



Cory Wright, Chairman



Brett Wachsmith, Vice-Chairman

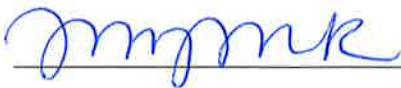
ABSENT

Laura Osiadacz, Commissioner



☒ Clerk of the Board- Julie Kjorsvik

☐ Deputy Clerk of the Board- Mandy Buchholz





Comprehensive Safety Action Plan

CSAP

Snoqualmie Pass | Kittitas County | 2026



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Under 23 U.S. Code § 407 and 23 U.S. Code § 148, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data. The analysis and recommendations in this report are conceptual in nature based upon limited information, and before implementing any changes, or using any of its information for design or construction, Kittitas County should conduct a more detailed analysis and make sure that the design or construction documents reflect specific, detailed, local and field conditions. The scope of this work, including study locations, time frame, and topics, was determined by the client. While it is possible that some locations or issues were not addressed in this report, nothing should be inferred by their omission.

Index of Key Terms

ADA	Americans with Disabilities Act
CDP	Census Designated Place
CSAP	Comprehensive Safety Action Plan
FHWA	Federal Highway Administration
HCM	Highway Capacity Manual
HSIP	Highway Safety Improvement Program
HSS	Highways of Statewide Significance
I-90	Interstate 90
KSI	Killed or Serious Injury
LOS	Level of Service
MUTCD	Manual on Uniform Traffic Control Devices
NACTO	National Association of City Transportation Officials
OFM	Washington State Office of Financial Management
PDO	Property Damage Only Collisions
PHB	Pedestrian Hybrid Beacon
RCW	Revised Code of Washington
RRFB	Rectangular Rapid-Flashing Beacon
SHSP	Washington State Strategic Highway Safety Plan
SR 906	State Route 906
SS4A	Safe Streets for All Program (USDOT)
TIB	Washington State Transportation Improvement Board
TMC	Turning Movement Counts
USDOT	United States Department of Transportation
WSDOT	Washington State Department of Transportation





Acknowledgments

Thank You

Elected officials, Kittitas County staff, community members, Snoqualmie Pass Community Association, and the CSAP Stakeholder Group who were engaged through the planning process for both in-person and online outreach events. Your input was invaluable in creating a Comprehensive Safety Action Plan (CSAP) that reflects the needs of the Snoqualmie Pass community.

Elected Officials

- Laura Osiadacz, Kittitas County Chair
- Cory Wright, Kittitas County Vice Chair
- Brett Wachsmith, Kittitas County Commissioner

Kittitas County Staff

- Josh Fredrickson, Kittitas County Public Works Director
- Kelee Hodges, Kittitas County Environmental/Transportation Planner
- Cameron Curtis, Kittitas County Engineer (Former)

Other Agencies

- King County Department of Local Services
- WSDOT South Central Region

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- Dan Ireland, PE
- Caitlin Mehall, PE

Thank You

The Washington State Department of Transportation (WSDOT) acknowledges the efforts of Kittitas County in addressing safety concerns on Snoqualmie Pass and State Route 906 through the preparation of this Comprehensive Safety Action Plan (CSAP) and the proposed improvements it contains. WSDOT supports safety improvements within this corridor. There is currently no funding for the improvements described in the CSAP, and it would require state or federal legislative action.

Additionally, any proposed improvements within the state highway right-of-way are subject to WSDOT's planning, environmental, and design processes, which may result in preferred alternatives different from those proposed in this plan. Lastly, future commercial, residential, and recreational development in this area has the potential to decrease the effectiveness of any proposed improvements. Land use proposals in this area should be carefully considered prior to approval. In summary, WSDOT supports this CSAP conceptually. However, funding, WSDOT processes, and future development may have an impact on the improvements proposed in the plan.



Brian White

Regional Administrator
WSDOT South Central Region





Executive Summary

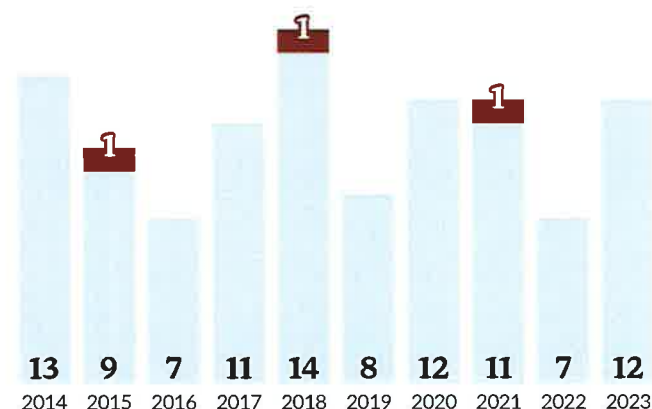


Source: Fehr & Peers, 2025; aerial courtesy of Google Earth Pro.

Snoqualmie Pass (the Pass) is a small mountain community located at the border of Kittitas County and King County. Known for its popularity as a year-round recreation destination, the area experiences significant seasonal and weekend traffic fluctuations that impact quality of life and safety for residents and visitors alike.

In response, Kittitas County is developing a Comprehensive Safety Action Plan (CSAP) tailored to the unique conditions of Snoqualmie Pass. This plan adopts the **Safe System Approach**—an evidence-based framework that prioritizes proactive and systemic strategies to eliminate traffic related deaths and serious injuries. It also aligns with **Vision Zero** principles and supports eligibility for federal funding through the U.S. Department of Transportation (USDOT) Safe Streets and Roads for All (SS4A) program.

● Killed or Serious Injury (KSI) Collisions
Three Collisions (3%)



Between 2014 and 2023, 107 collisions were reported in the community, including three that resulted in serious injuries or fatalities.

In this Plan



CHAPTER 1: INTRODUCTION

Provides an overview of the community's demographics, existing transportation challenges, and prior safety-related plans and initiatives, which lay the foundation for this CSAP.



CHAPTER 2: ENGAGING THE COMMUNITY

Describes the three-phase outreach process the project team used to gather local insights, as well as key themes and concerns, that informed the development of responsive solutions.



CHAPTER 3: ANALYZING DATA

Summarizes the CSAP's robust analysis and data-driven approach to identify patterns and trends, high-risk conditions, and opportunities for proactive safety improvements.



CHAPTER 4: IDENTIFYING COUNTERMEASURES

Identifies priority locations in Snoqualmie Pass where targeted safety improvements, both engineering and non-engineering, are recommended.



CHAPTER 5: IMPLEMENTING THE PLAN

Outlines strategies and actions Kittitas County can take to improve safety in Snoqualmie Pass through an action plan, implementation guidance, and performance monitoring.

Chapter 1: Background

The chapter provides an overview of Snoqualmie Pass, a place that has many identities: a destination for winter sports, summer hiking, and mountain biking; a desirable resort community that is highly accessible to the Seattle metro area; a center of commerce where truckers and travelers can rest, eat, and access services; and finally, it is home to 354 permanent residents, which include both retirees and employees of Snoqualmie Pass's bustling recreation industry.

These identities shape the experience for people who use the roads and trails—traffic volumes are highly variable, peaking seasonally and around weekends and key holidays, and many travelers are unfamiliar with using the roadway network to reach key recreational destinations. The mix of modes includes personal vehicles, large trucks, recreational vehicles, as well as people on foot, on bike, and traveling via snowmobile.

This chapter summarizes the community's demographics, travel patterns, and existing transportation challenges, as well as prior safety-related plans and initiatives, including the Kittitas County's Road Safety Improvement Plan, Capital Improvement Program, and Comprehensive Plan, all of which lay the foundation for this CSAP.



Chapter 2: Engaging the Community

Hearing from the broad cross-section of Snoqualmie Pass stakeholders and community members played a central role in shaping this CSAP. Through a three-phase outreach process, the project team gathered local insights to inform data analysis, understand safety and capacity needs, and develop responsive solutions.



PHASE 1: LISTENING AND LEARNING

The unique set of conditions at Snoqualmie Pass shape specific needs, which vary significantly by time of year and day of the week. The project team sought to understand how experiences and needs vary for different user groups. Recognizing that collision data reflects problems after the fact, the team prioritized listening to community members to gather insights on near-miss locations, perceived safety concerns, and ideas for improvement to address safety challenges as well as expected growth in the Pass.

A diverse **Stakeholder Planning Group** comprised of representatives from public agencies, emergency services, local businesses, and residents met regularly throughout the process to provide guidance on safety and mobility priorities, data gaps, and plan development.

Key themes from engagement activities included concerns about **pedestrian safety, lack of crossings and sidewalks, vehicle conflicts with people**



PHASE 2: INTEGRATING COMMUNITY INPUT

After analyzing safety and broader mobility conditions in Snoqualmie Pass through the lens of both quantitative and qualitative data, the team returned to the community to share findings and confirm that feedback had been accurately captured.

walking and biking, concerns about driver behavior, intersection safety, truck parking, seasonal and weekly congestion patterns, emergency access, and winter maintenance.

The input gathered helped identify critical safety and mobility needs and ensure the plan reflects both technical analysis and lived experience.



PHASE 3: PROJECT PRIORITIZATION

The team then presented initial project ideas and prioritization strategies, shaped by community-identified priorities, to gather input before finalizing recommendations.



Chapter 3: Analyzing Data

To guide decision-making and prioritize capital and programmatic investments, the CSAP draws on a robust analysis of collision history, traffic volumes, travel speeds, roadway characteristics and other contextual variables, and intersection performance. This data-informed approach helps identify patterns, higher-risk conditions, and opportunities for proactive safety and mobility improvements.

Collision Trends

Between 2014 and 2023, **107 collisions** were reported in Snoqualmie Pass, including three that resulted in death or serious injury. Most collisions occurred on SR 906 or the I-90 ramps, with 60% occurring during the winter months when snow and ice create hazardous conditions and Snoqualmie Pass experiences a surge in visitors for ski season. **Speeding, distracted driving, and midblock collisions** were common contributing factors for both winter and summer seasons.

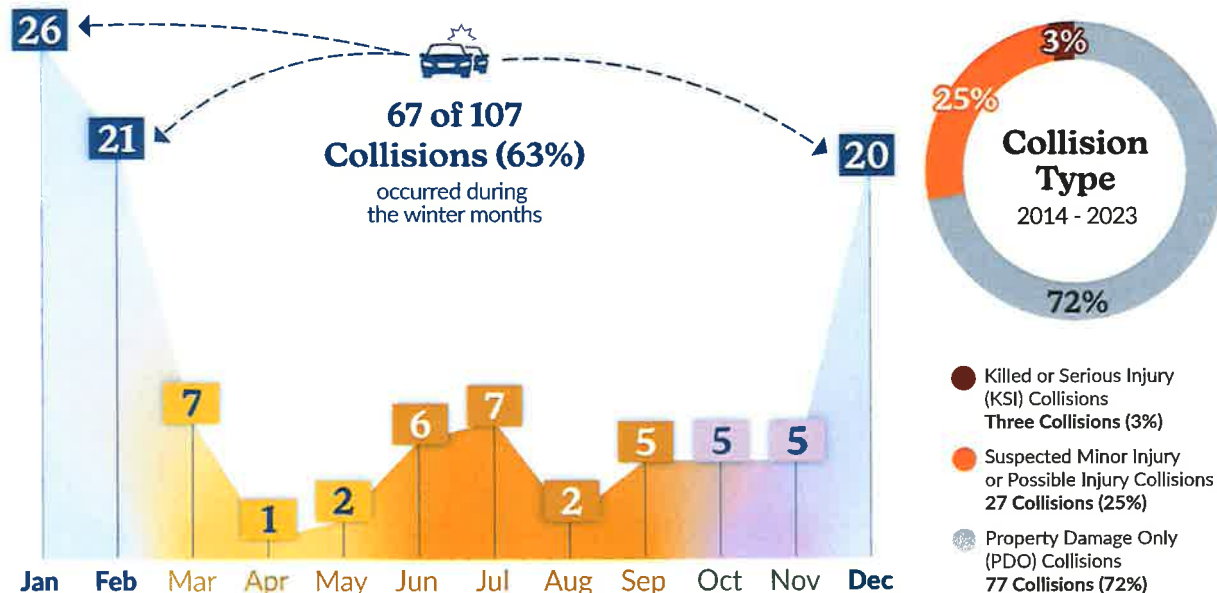
Volume & Speed Trends

In addition to collision data, traffic volume and speed data were analyzed to assess current roadway conditions and understand how capacity constraints may impact safety and performance in Snoqualmie Pass. Data was collected during two study periods—October 2024 and February 2025.

Traffic volumes spiked during peak recreation periods, particularly near I-90 interchanges and key intersections. While capacity analysis indicated that intersections operated at acceptable levels of service (LOS) with relatively limited delays in both October

and February study periods, field observations and community feedback revealed that this analysis represents only a snapshot in time and does not fully capture the lived experience of residents and visitors. On-the-ground observations during a holiday weekend highlighted **steadily increasing congestion, high levels of street friction, and conditions that contribute to safety risks, including vehicles and trucks parking along SR 906, people walking in narrow shoulders and along the traveled way, unmarked pedestrian crossings, insufficient parking supply, and driver confusion** during peak periods. Analysis of speed data revealed observed **speeds exceeding posted limits** by up to 18 mph along some segments of SR 906.* High vehicle speeds are a concern given that vehicle speeds greatly increase both the likelihood of a crash and the severity of the outcome.

The data analysis confirms that there are persistent infrastructural, behavioral, and seasonal challenges that require targeted safety and mobility strategies in Snoqualmie Pass.



* 85th percentile speeds collected October 2024.

Common Contributing Factors



Chapter 4: Identifying Countermeasures

This chapter identifies priority locations in Snoqualmie Pass where targeted improvements are recommended based on collision patterns, traffic volumes and speeds, community feedback, stakeholder input, and field observations.

Each location includes a description of the context, contributing safety concerns, and a tailored set of engineering countermeasures designed to address site-specific issues.

Recommended countermeasures may include physical roadway changes, such as enhanced crosswalks, signage upgrades, speed management treatments, or pedestrian infrastructure, as well as programmatic strategies like enforcement support, public education, or improved maintenance practices.

The following locations were identified as priorities for safety and mobility improvements:

- **Location A: Exit 52 Area** – includes SR 906 from NF-9041 to Summit West.
- **Location B: Summit West Area** – includes SR 906 from Summit West to Yellowstone Road.
- **Location C: Exit 53 Area** – includes the intersection of SR 906 & Yellowstone Road.
- **Location D: Summit Central Area** – includes SR 906 from Yellowstone Road to Summit Central.
- **Location E: Silver Fir Area** – includes SR 906 from Summit Central to Tanner Way.
- **Location F: Exit 54 Area** – includes SR 906 from Hyak Drive E to Lake Mardee Road; SR 906 Spur.
- **Location G: Summit East Area** – includes Hyak Drive E from SR 906 to Keechelus Drive.

In addition, the stakeholder team identified longer-term, transformative solutions to improve community mobility and access. Solutions recommended in this plan are intended to be context-sensitive, feasible, and aligned with the Safe System Approach. Together, they form a coordinated strategy to improve safety and mobility outcomes for all travelers in Snoqualmie Pass.



Chapter 5: Implementing the Plan

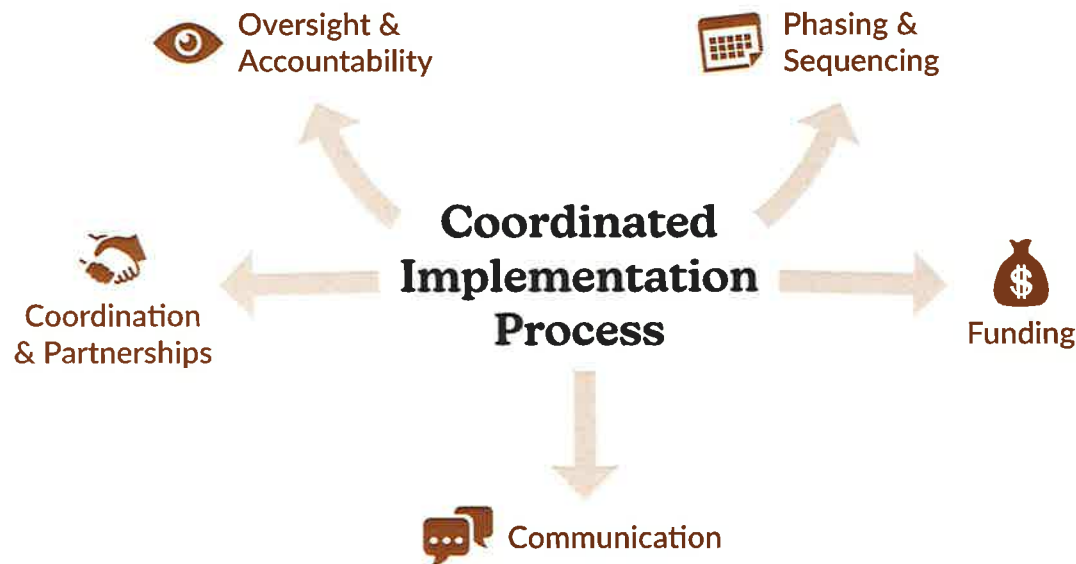
This chapter presents strategies and actions to improve safety and mobility in Snoqualmie Pass, supported by an action plan, implementation guidance, and a performance monitoring framework.

The action plan includes **engineering and non-engineering recommendations** that reflect the Safe System Approach and proven safety countermeasures, tailored to address the specific safety and mobility concerns identified through data analysis, stakeholder input, and community engagement.

Actions are categorized by near-, mid-, and long-term timelines, with considerations for implementation cost and complexity. Strategies range from quick-build infrastructure improvements and winter travel education to long-range partnerships for parking and

multimodal access. Achieving the goals of the CSAP will require continued coordination among public agencies, stakeholder groups, and community members, as well as sustained commitment to funding and implementation.

The chapter also identifies key federal and state grant programs that may support implementation and outlines a process for ongoing evaluation. A recurring **Safety Report Card** will help track progress toward safety goals, highlight achievements, and identify areas for further investment.





Background

Chapter I

Located at the boundary of Kittitas and King Counties, Snoqualmie Pass, WA is a small mountain community nestled in the Cascades. Snoqualmie Pass, a place that has many identities: a destination for winter sports, summer hiking, and mountain biking; a desirable resort community that is highly accessible to the Seattle metro area; a center of commerce where truckers and travelers can rest, eat, and access services; and finally, it is home to 354 permanent residents, which include both retirees and employees of Snoqualmie Pass's bustling recreation industry.

These identities shape the experience for people who use the roads and trails—traffic volumes are highly variable, peaking seasonally and around weekends and key holidays, and many travelers are unfamiliar with using the roadway network to reach key recreational destinations. The mix of modes includes personal vehicles, large trucks, recreational vehicles, as well as people on foot, on bike, and traveling via snowmobile.



Reviewing crash data is a foundational element of any effective safety action plan.

It enables agencies to identify locations along the public roadway to implement safety countermeasures, understand contributing factors to crashes, and prioritize interventions. This plan analyzes patterns in crash frequency, severity, and type—especially those involving vulnerable road users such as pedestrians and cyclists—to make data-driven decisions that maximize safety outcomes along the roadway. Regular crash data review also supports WSDOT, King County, and Kittitas County in performance monitoring, it helps justify funding for improvements, and ensures that resources are allocated where they will have the greatest impact.

Between 2014 and 2023, there were 107 reported collisions in Snoqualmie Pass, including three collisions that resulted in serious injuries or death. In response, the Snoqualmie Pass CSAP adopts a **Safe System Approach**, aimed at proactively reducing and ultimately eliminating transportation-related deaths and serious injuries.

What is a Comprehensive Safety Action Plan?

Kittitas County is drafting a CSAP for Snoqualmie Pass to improve transportation safety and mobility. A CSAP serves as a strategic roadmap focused on reducing and ultimately eliminating serious injuries and fatalities on the transportation network. This plan is tailored to the unique conditions and challenges of Snoqualmie Pass.

This CSAP aims to proactively address the needs of all road users by targeting known safety and mobility hotspots and by anticipating future issues through forward-looking safety and capacity planning. In addition to guiding local safety improvements, the CSAP supports Kittitas County's long-range capital planning and qualifies as an action plan under the U.S. Department of Transportation (USDOT) Safe Streets and Roads for All (SS4A) program and other relevant grant opportunities.



Safe System Approach

The CSAP is built around the “Safe System Approach,” founded on the principle that people make mistakes, and that the road system should be adapted to anticipate and accommodate human mistakes.*

It acknowledges the vulnerability of the human body when designing and operating a transportation network so that if collisions occur, they are less likely to result in serious human injury.

In a Safe System, interventions are applied **proactively** and **systemically**, meaning they are deployed across a network or a group of locations sharing similar roadway or land use contexts. This systemic approach helps to reduce the potential for fatal and serious injury collisions.

Vision Zero

Vision Zero is a global traffic safety movement founded on the belief that traffic-related deaths and serious injuries are preventable, and that even a single fatality is unacceptable. Its success depends on applying the Safe System Approach to create a transportation network that protects all users.†

Kittitas County is committed to creating safer roads for all and proudly supports Washington State’s Target Zero initiative, which seeks to eliminate all traffic fatalities and serious injuries on public roadways by 2030.‡ This commitment is shared by neighboring King County, whose Target Zero Vision Statement describes “a future without collisions, injuries, and fatalities, where all people can travel safely and securely throughout King County, WA.”§

Together, Kittitas County, King County, and Washington State are working toward this shared vision of a safer future for everyone.

* <https://safety.fhwa.dot.gov/hcip/docs/fhwasa2018.pdf>

† <https://highways.dot.gov/safety/zero-deaths>

‡ <https://targetzero.com/>

§ <https://kingcountytargetzero.com/>

Figure 1. Safe System Approach Wheel

Source: FHWA.



The Safe System Approach focuses on five key elements—**safe road users, safe vehicles, safe speeds, safe roads, and post-crash care**, integrated through a range of interventions (Figure 1). These interventions include:



Separating users in physical space (e.g., sidewalks, dedicated bicycle facilities).



Separating users in time (e.g., time for pedestrians to start crossing the street before cars begin turning, and signalized left turns).



Alerting users to potential hazards.



Discouraging or preventing risky behaviors.



Slowing or managing vehicle speeds.



Accommodating human injury tolerance through interventions that reduce impact speed and transfer of kinetic energy.

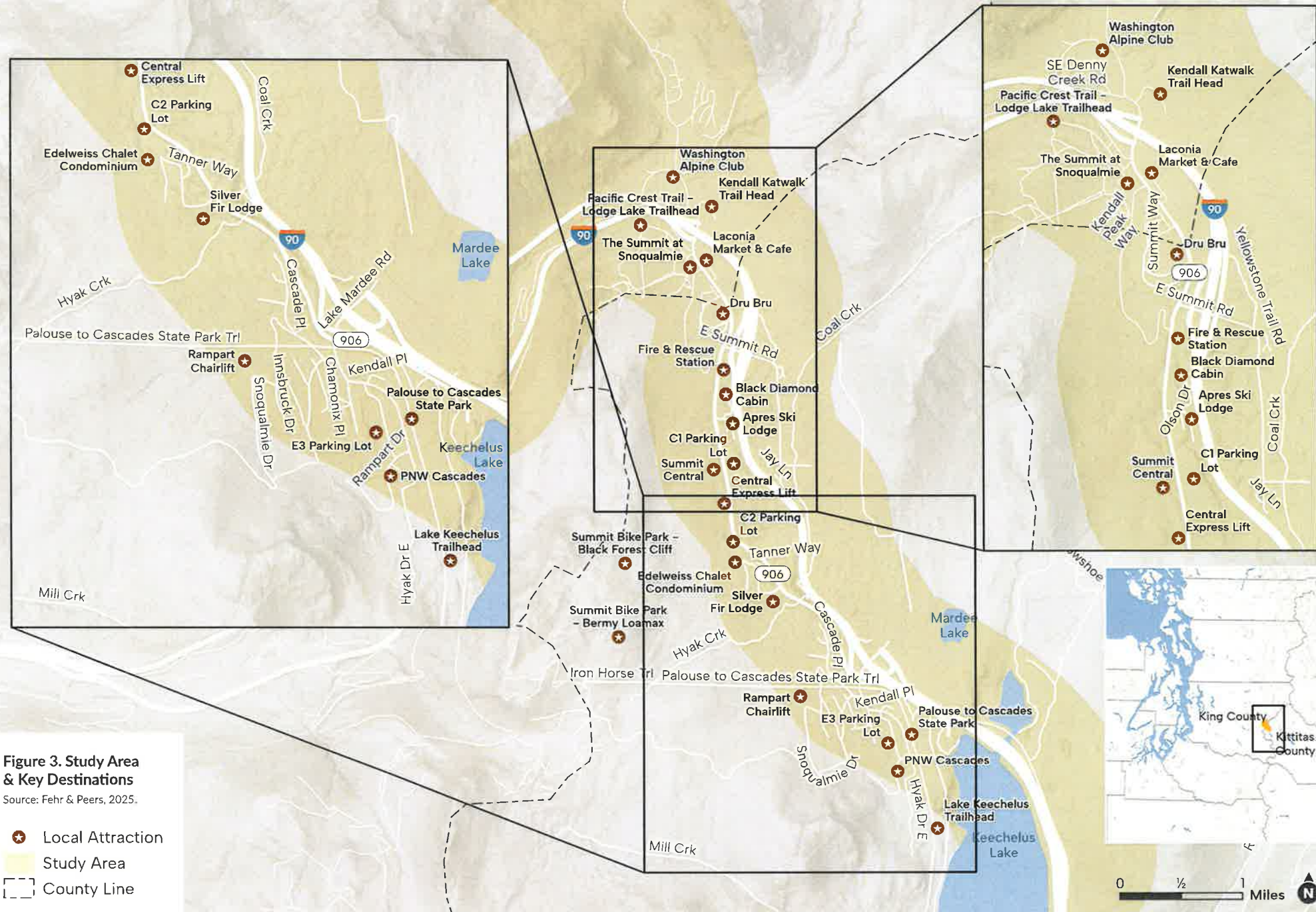
Snoqualmie Pass Today

Snoqualmie Pass is located along the border of Kittitas County and King County and is accessible exclusively via Interstate 90 (I-90) exits 52, 53, and 54 (**Figure 2**). Designated as a Census Designated Place (CDP), Snoqualmie Pass falls primarily under the jurisdiction of Kittitas County, with a small portion extending into King County. The area also includes the unincorporated community of Hyak. State Route 906 (SR 906) runs the length of the community, serving as its primary thoroughfare (**Figure 3**).



**Figure 2. Snoqualmie Pass
Geographical Context**

Source: Fehr & Peers, 2025; aerial
provided courtesy of Google Earth Pro.





As a popular year-round recreation and resort destination for visitors, Snoqualmie Pass experiences significant seasonal and weekly variation in traffic volumes and roadway conditions.

Winter is the peak season, drawing visitors for downhill skiing, snowshoeing, and other snow-based activities. Attractions such as The Summit at Snoqualmie offer alpine and Nordic skiing, mountain biking, winter tubing, and scenic lift rides. On a busy winter day, both paid off-street parking lots and free on-street parking supplies are highly utilized, which can lead to significant pedestrian volumes as people travel between their cars and destinations, sometimes leading to uncomfortable interactions with moving vehicle traffic. In recent years, summer has also seen a surge in popularity, drawing outdoor enthusiasts for hiking, mountain biking, and other warm-weather pursuits. Adjacent to the Mount Baker-Snoqualmie National Forest, the area supports hiking opportunities throughout the year. These hiking and biking destinations can also result in significant demands for parking that spills onto public roadways, which are not always designed to accommodate this purpose, at least not at the demand levels that often occur.

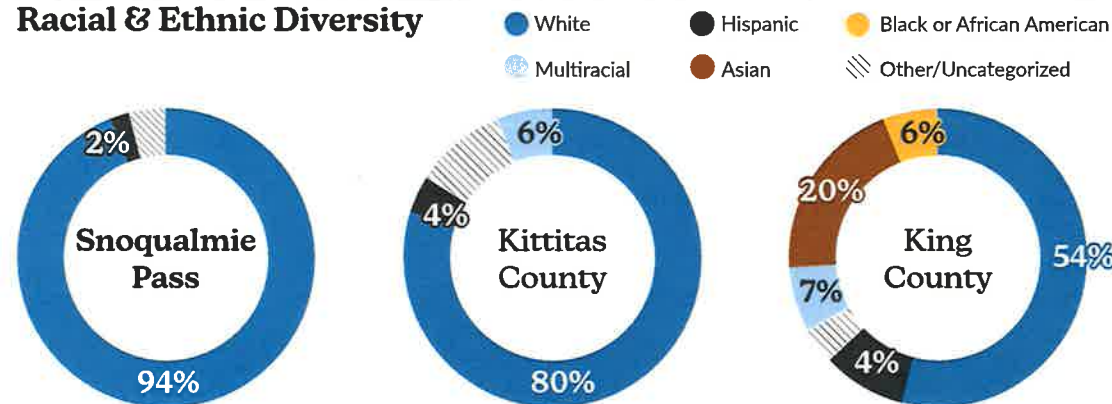
Located at the I-90 crossing of the Cascade Mountains, the Snoqualmie Pass area also serves as a major service center for through travelers, including those driving large recreational vehicles and trucks. During winter storms, the Pass can be a stopping point for traffic unable to travel further east. These users, while temporary, impact how Snoqualmie Pass's transportation network functions.*

* An origin-destination analysis of travel to Snoqualmie Pass is provided in Appendix K.

Demographics



Racial & Ethnic Diversity



Most Common Occupations

Among Snoqualmie Pass Residents

- Installation, Maintenance, and Repair**
- Management, Sales, and Related**

As of 2023,* **Snoqualmie Pass** is home to 354 permanent residents, with a median age of 55 and a median household income of \$80,875. The community is predominantly White (non-Hispanic), comprising 94% of the population, followed by Hispanic residents (2%). Approximately 3% of residents live below the poverty line.†

Compared to the surrounding counties, Snoqualmie Pass has an older population and lower racial and ethnic diversity. This demographic profile reflects the high number of retirees that choose to live here, given its natural beauty and access to outdoor amenities. By contrast, **Kittitas County**, as a whole,

is much younger (the median age is 38) and less affluent (the median household income is \$69,928). The county is predominantly White (non-Hispanic) (80%), with 6% multiracial (non-Hispanic) and 4% Hispanic residents. Approximately 14% of residents live below the poverty line.‡

In **King County**, the median age is 37, and the median household income is higher at \$122,148. King County's population is younger and more affluent, reflecting its status as the state's top jobs center. Compared to Snoqualmie Pass and Kittitas County overall, King County has greater ethnic diversity, with 54% White (non-Hispanic), 20%

Asian (non-Hispanic), 7% multiracial (non-Hispanic), 6% Black or African American (non-Hispanic), and 4% Hispanic residents. Approximately 8% of King County residents live below the poverty line.§

The most common occupations among Snoqualmie Pass residents include Installation, Maintenance, and Repair roles, followed by Management and Sales & Related Occupations. These employment patterns reflect the area's seasonal economy and recreational infrastructure.¶

* Although this report was prepared in 2025, 2023 remains the most recent year with available demographic data.

† U.S. Census Bureau, 2019–2023 American Community Survey 5-Year Estimates, Tables B01001, B03002, B17001, and B19001 (Snoqualmie Pass CDP, WA). Retrieved from <https://data.census.gov>

‡ U.S. Census Bureau, 2019–2023 American Community Survey 5-Year Estimates, Tables B01001, B03002, B17001, and B19001 (Kittitas County, WA). Retrieved from <https://data.census.gov>

§ U.S. Census Bureau, 2019–2023 American Community Survey 5-Year Estimates, Tables B01001, B03002, B17001, and B19001 (King County, WA). Retrieved from <https://data.census.gov>

¶ U.S. Census Bureau, 2019–2023 American Community Survey 5-Year Estimates, Table B24050 (Snoqualmie Pass CDP, Washington). Retrieved from <https://data.census.gov>

Prior Plans and Efforts

Kittitas County and Snoqualmie Pass have developed plans and policies over the past decade that guide transportation project development and transportation safety investments, including the Kittitas County Road Safety Improvement Plan (2025), Kittitas County Capital Improvement Program 2024-2029 Six Year Plan (2023), Kittitas County Comprehensive Plan (2021), the Snoqualmie Pass Sub Area Comprehensive Plan - Master Plan (2016), and the Washington State Truck Parking Implementation Plan (2024). Relevant aspects of these plans are summarized below. Additional plans and policies in the county and region are reported in **Appendix A**.

Kittitas County Road Safety Improvement Plan (2025)*

This plan continues the County's biennial effort to improve safety across its road network. Developed in alignment with the Washington State Department of Transportation (WSDOT) Highway Safety Improvement Program (HSIP) grant methodology,[†] the plan analyzes crash data, staff feedback, and roadway characteristics to identify and prioritize safety projects. These projects incorporate a range of countermeasures and considered factors such as estimated cost, feasibility, and implementation. Total project costs were calculated and, when necessary, divided into phases to align with available funding opportunities:

- **Priority 1:** Kittitas Highway and No. 6 Road Intersection Improvement Planning and Implementation.
- **Priority 2:** Corridor Improvements Countywide.
- **Priority 3:** Huntzinger Road Safety Improvements Phase 2 (MP 2.70 to MP 5.14).
- **Priority 4:** Denmark Road Safety Improvements.
- **Priority 5:** Bridge and Structure Improvement Project.

While this plan analyzed crash data and trends across the County, it did not identify any specific safety challenges or propose any countermeasures in the Snoqualmie Pass Area.

Kittitas County Capital Improvement Program 2024-2029 Six Year Plan (2023)‡

This plan outlines key infrastructure projects across Kittitas County's road network. The plan includes the following projects in Snoqualmie Pass:

- **Yellowstone Road Culvert Replacement:** This project will replace the existing undersized and deteriorating culvert with a larger culvert that has the capacity to handle high water flow and sediment in the stream. The culvert replacement will prevent the washout of the county road as well as improve fish passage.
- **Short Span Bridge Replacement, Phase 1:** This project will repair or replace short span bridges—structures less than 20 feet long—throughout Kittitas County, including in the Snoqualmie Pass area. The bridges identified for work have been flagged through routine safety inspections.

Through this plan the County has also secured Highway Safety Improvement Program (HSIP) funding for 2025-2027, aligning with Washington State's Target Zero initiative to reduce fatal and serious collisions.

* <https://records.co.kittitas.wa.us/WebLink/0/doc/7441710/Page2.aspx>

† <https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/highway-safety-improvement-program>

‡ <https://www.co.kittitas.wa.us/uploads/horcc/ordinances/2023-009-ordinance.pdf>



Kittitas County Comprehensive Plan Transportation Element (2021)[§]

The Kittitas County Comprehensive Plan Transportation Element envisions a safe, balanced, and efficient multimodal transportation system that supports both local and regional growth while preserving the county's rural character. The plan is structured around core goals which guide infrastructure investments, transportation policies, and mobility strategies. Key transportation goals (T-G) and policies (T-P) in the plan related to safety include:

- **T-G1:** Safe - Create a transportation network that can be shared safely by all users and provides sufficient access for emergency response.
- **T-P1:** Require new development to provide multiple access points that are designed to support emergency access and evacuation.
- **T-P2:** Develop or update the existing evacuation plan that is interagency, ties specific transportation route designations to a countywide and regionally based system of emergency traffic routes, and identifies evacuation centers that accommodate people, pets, and livestock.
- **T-P3:** Develop and maintain a safe, efficient and environmentally sound multi-modal transportation system in accordance with local, state, and federal requirements.
- **T-P4:** Provide all weather, all-season use of the road system for the movement of goods and services.
- **T-P5:** Develop road standards that incorporate traffic calming techniques that are appropriate for the roadway and surrounding land use.
- **T-P6:** Implement safety improvements in areas with high accident locations, prioritizing those locations with pedestrian or all-terrain-vehicle collisions.
- **T-P7:** Seek program funds for implementing investments identified in the countywide safety plan.
- **T-P8:** Encourage new development to provide for safe transportation alternatives.

Snoqualmie Pass Sub-Area Comprehensive Plan – Master Plan (2016)[¶]

The subarea plan addresses critical transportation challenges in Snoqualmie Pass by outlining strategies to enhance safety, access, and mobility for residents, visitors, and businesses. The transportation section presents a comprehensive approach to improving safety, reducing congestion, and upgrading infrastructure, emphasizing collaboration between WSDOT, Washington State Patrol, local businesses, and the community. Key focus areas include truck parking, pass closures, traffic management, pedestrian safety, and public transit improvements, ensuring a more efficient and safer transportation network for all.

After the review above and extensive community input, the following overall goals were identified:

- **Create a shared vision** of the future of the Pass area through a community-based updated Comprehensive Plan.
- **Create a vibrant year-round community** in the Pass area capable of supporting, and suitable for, both residents and recreational visitors to the area alike.
- **Establish a unifying theme or motif** for development in the Pass area, whether through consistent signage or common area elements, encouraged design features, or similar approaches.
- **Increase the economic and housing viability** of the Pass area by giving the economic impact of any activity or decision high priority.
- **Protect the ability to expand** recreational opportunities, both winter and summer, to accommodate visitor growth.
- **Plan adequate infrastructure improvements**, both transportation and utilities, to accommodate present and future needs.
- **Preserve and protect** environmentally sensitive areas and scenic vistas.

[§] <https://www.co.kittitas.wa.us/uploads/documents/cds/comp-plan/2021/2021%20Comprehensive%20Plan.pdf>

[¶] In Appendix 2 of 2021 Kittitas County Comprehensive Plan (page 163): <https://www.co.kittitas.wa.us/uploads/documents/cds/comp-plan/2021/2021%20Comprehensive%20Plan.pdf>

Washington State Truck Parking Implementation Plan (2024)**

The Washington State Truck Parking Implementation Plan, developed by the Freight Mobility Strategic Investment Board (FMSIB) in consultation with WSDOT, outlines specific and actionable recommendations, including an implementation timeline and grant opportunities, to expand both public and private truck parking supply across the state. I-90 is identified as one of the state's major freight corridors with truck parking facilities that are at or over capacity during overnight hours. The plan identified and assessed development opportunities along I-90, particularly near North Bend and within the surrounding 30-mile corridor segment. A key finding of the plan is that this section of I-90 lies outside the urban growth area boundary, meaning new parking solutions will require collaboration and coordination among state, regional, and local partners. Addressing this gap is especially important for Snoqualmie Pass, where limited truck parking often results in drivers staging on shoulders, ramps, and local roads.

Snoqualmie Valley/Northeast King County Subarea Plan (2024)††

The Snoqualmie Valley/Northeast King County Subarea Plan (2024) is a component of the King County Comprehensive Plan that establishes a 20-year vision for land use, transportation, and community development within the subarea. The plan includes policies that support transportation safety, access, and mobility improvements relevant to this CSAP effort. Key supportive policies include:

- **SVNE-26:** Support safety improvements to the State Route 906 corridor for Snoqualmie Pass residents and visitors through working with the Washington State Department of Transportation, Kittitas County, local businesses, and the community.
- **SVNE-31:** Explore alternatives to driving alone to Snoqualmie Pass, particularly in the winter, to reduce congestion, reduce safety hazards, and expand access to the Pass, by working with Washington State, Kittitas County, local businesses, and the community.

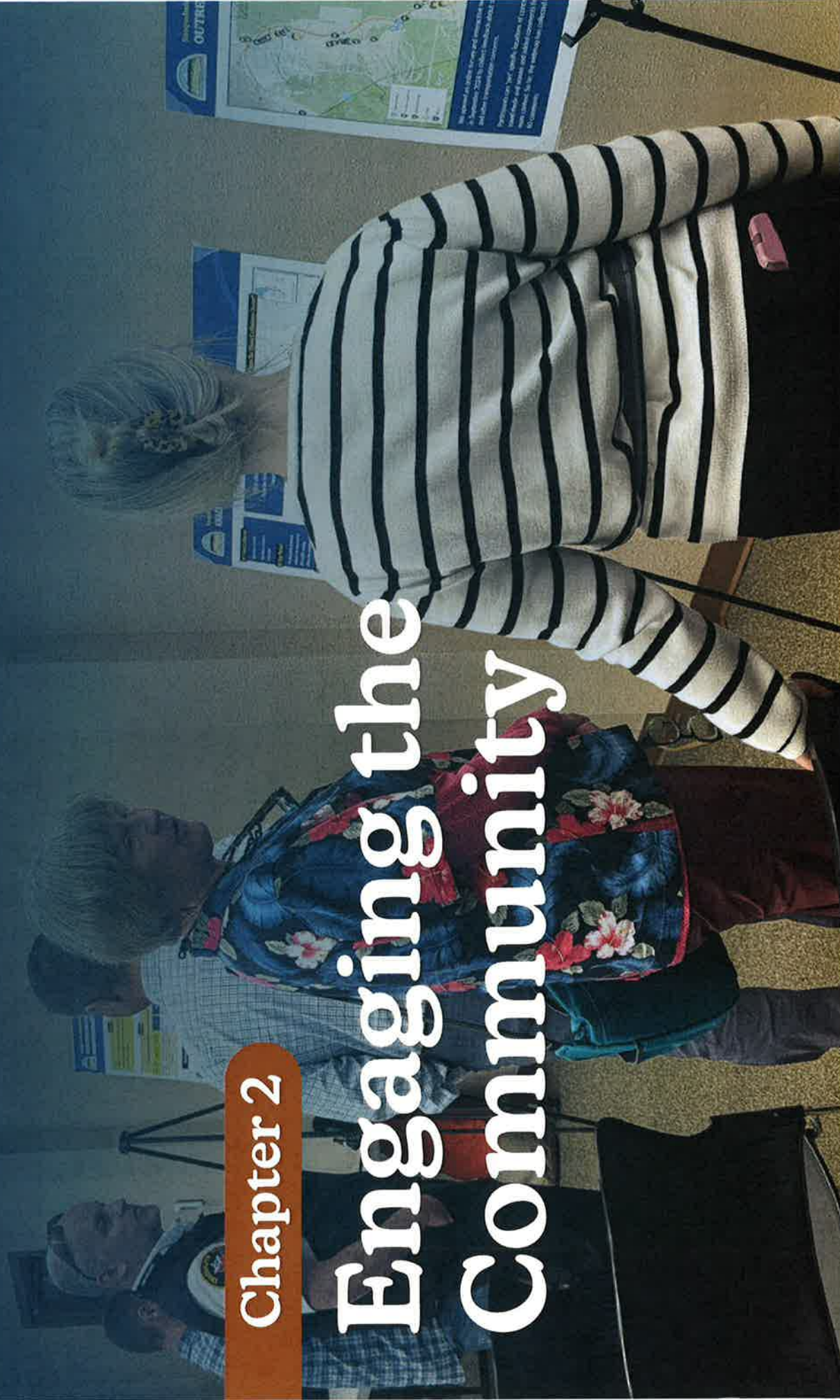
** <https://fmsib.wa.gov/studies/truck-parking-implementation-plan>

†† <https://kingcounty.gov/en/dept/local-services/buildings-property/development-planning-regulations/subarea-plans/snoqualmie-valley-ne-king-county>



Chapter 2

Engaging the Community



Three-Phased Outreach Approach

Stakeholder and community engagement are essential components in the development of a CSAP, ensuring that community members have meaningful opportunities to identify safety challenges, shape outcomes, and contribute to final recommendations. For this CSAP, the project team followed a three-phase outreach process:



Phase 1

Listening and Learning

The unique set of conditions at Snoqualmie Pass shape specific needs, which vary significantly by time of year and day of the week. The project team sought to understand how experiences and needs vary for different user groups. Recognizing that collision data reflects problems after the fact, the team prioritized listening to community members to gather insights on near-miss locations, perceived safety concerns, and ideas for improvement to address safety challenges as well as expected growth in the Pass.



Phase 2

Integrating Community Input

After analyzing safety and broader mobility conditions in Snoqualmie Pass through the lens of both quantitative and qualitative data, the team returned to the community to share findings and confirm that feedback had been accurately captured.

Engagement activities included an online survey, an interactive map, an in-person community meeting, and ongoing collaboration with the **Stakeholder Planning Group**.



Phase 3

Project Prioritization

The team then presented initial project ideas and prioritization strategies, shaped by community-identified priorities, to gather input before finalizing recommendations.

Stakeholder Planning Group

The Stakeholder Planning Group is made up of members from a broad cross-section of Snoqualmie Pass interests, including WSDOT, King County, the Snoqualmie Pass Public Utility District, Kittitas Fire District 13, resort operators, homeowner associations, business owners, and other relevant entities such as the U.S. Forest Service, Washington State Parks, and more. The group convened every other month throughout the planning process to provide guidance and input on key topics, including:

- Existing safety and capacity challenges
- Identification of data gaps and collection methodologies
- User types and travel patterns within the transportation system
- Anticipated future issues based on capacity modeling and systemic safety analysis
- Community priorities related to transportation safety and mobility
- Outreach strategies and engagement methods
- Identification and confirmation of priority locations for capacity and safety improvements
- Review of draft plan materials

Meeting agendas and topics discussed at each session are included in **Appendix B**.

Outreach Activities

Phase 1: Listening and Learning

Recognizing that collision data is inherently reactive as collisions are only reported after they occur, the project team prioritized hearing directly from community members to better understand near-miss locations, perceived safety concerns, and ideas for improvement.

To do this, the team launched an online engagement effort with two main components:

- An **interactive map** where participants could pinpoint specific locations of concern related to transportation safety and capacity; and
- A **survey** to gather additional context and demographic information (**Figure 4**).

Outreach for the online engagement included flyers and posters placed throughout the community, distribution to email groups and on social media by stakeholder partners, and a text blast from the Fire Department reaching approximately 300 residents (**Figure 4**). The website was open for public input from September 25th, 2024 through May 31st, 2025.

Interactive Map

The project team developed an interactive map to allow community members to identify specific locations where they experience transportation-related safety or capacity concerns. As shown in **Figure 5**, participants could place markers on the map and were prompted to indicate the mode of travel associated with each concern—walking/rolling, biking, driving, or other. Participants were also asked to indicate if the concern was primarily related to winter conditions, summer conditions, or present year-round. A total of **30 people contributed**, generating **194 combined markers, comments, and upvotes**. This input highlighted both unique issues and areas of shared concern across the community.

Survey

To complement the interactive map, the project team created a survey to gather more detailed information about the community's transportation safety and capacity challenges as well as the demographics of participants. A total of **58 people responded**, providing input on the specific issues they encounter when traveling in Snoqualmie Pass and ranking their top three safety and capacity concerns. These responses provided valuable insight into both individual experiences and broader community priorities.

For a detailed summary of the online engagement effort responses, see **Appendix C**.

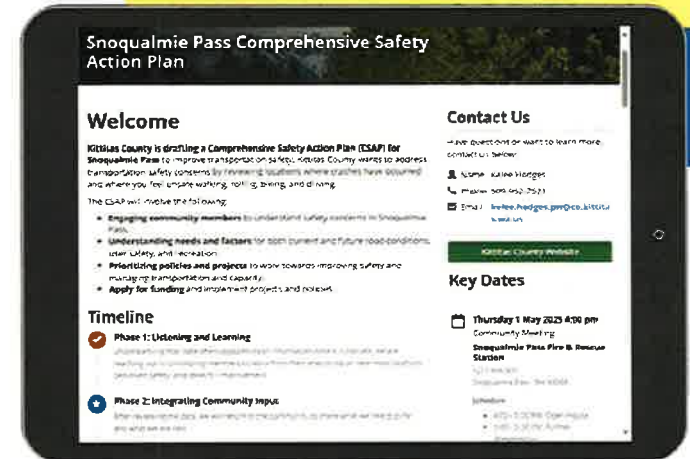
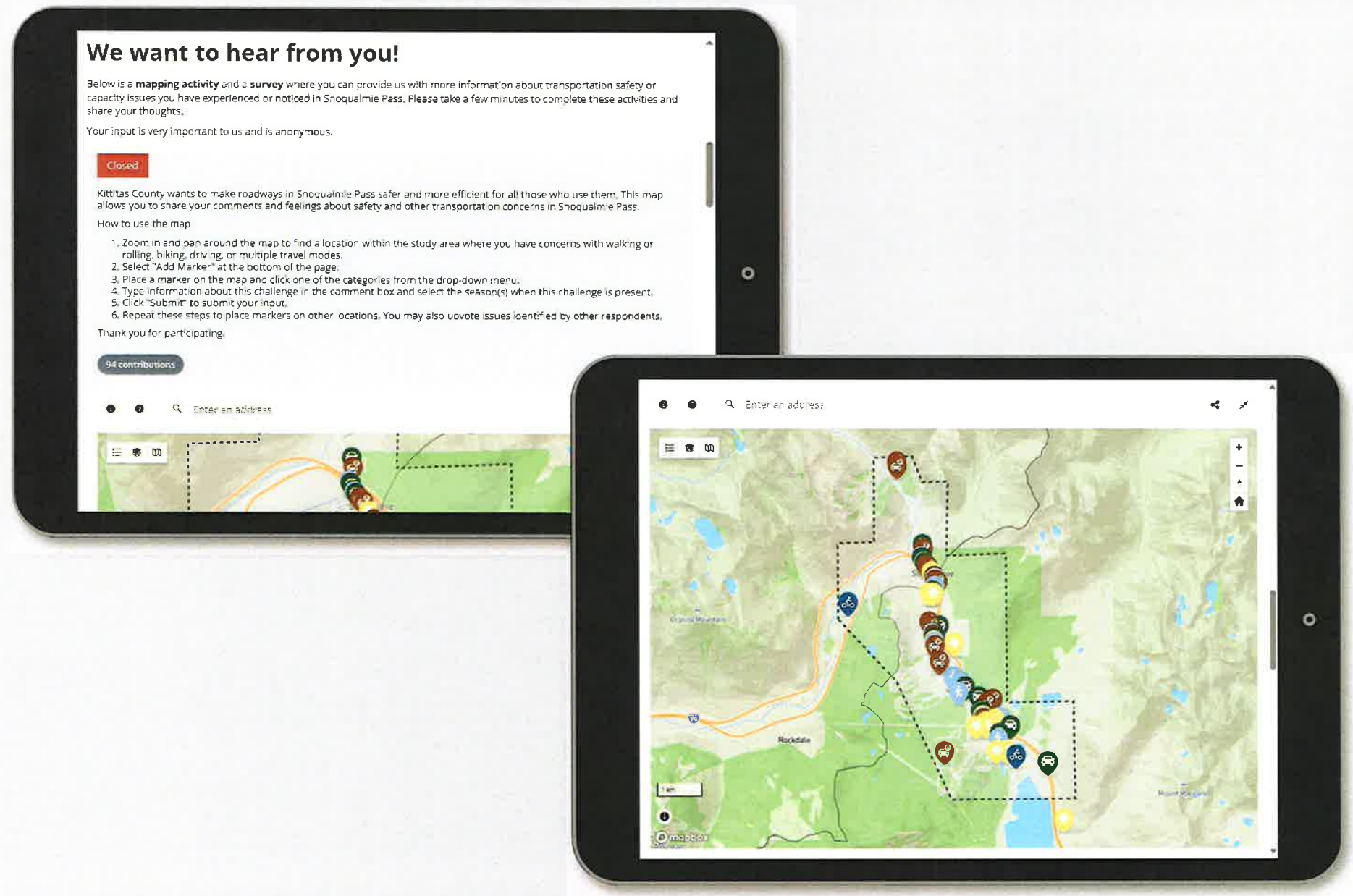


Figure 4. Promotional Flyer and Website for Online Engagement

Source: Fehr & Peers, 2025.

Figure 5. Online Engagement Activity

Source: Fehr & Peers, 2025.



Phase 2: Integrating Community Input

After analyzing both quantitative and qualitative data, the project team returned to the community to share preliminary results and confirm that public input had been accurately reflected. This was done through a two-part public meeting featuring an open house and a formal presentation.

The open house included a series of informational and interactive boards. Informational boards explained the purpose of the CSAP, summarized key safety and traffic findings, and highlighted community input from the online survey and interactive map. Interactive activity boards invited participants to provide feedback on potential action items and location-specific safety countermeasures across the Snoqualmie Pass study area.

Attendees could write comments directly on the boards, allowing for real-time input (**Figure 6**).

Following the open house, a presentation was delivered outlining the CSAP process, completed analyses, examples of proven safety strategies, and next steps.

For a detailed overview of the community meeting and the feedback received from participants, see **Appendix D**.

What We Heard

Each phase of engagement offered opportunities for community members and stakeholders to share their firsthand experiences and transportation concerns. These insights helped identify challenges that may not be captured through data alone, such as near-misses, seasonal safety issues, and barriers to safely walking, biking, or driving in Snoqualmie Pass.

The online survey, interactive map, and public meeting provided complementary ways community members could express concerns, react to findings, and weigh in on potential strategies.

Several themes consistently emerged across all engagement activities, highlighting the community's top transportation safety and capacity concerns, as shown on the next page.

Figure 6. Attendees at a Public Meeting

Source: Fehr & Peers, 2025.



Unmarked Pedestrian Crossings and Lack of Crosswalks

Concerns about pedestrians crossing in areas without marked crosswalks, often in high-traffic locations. **Figure 7** shows pedestrians crossing SR 906 at Silver Fir near a blind curve with no designated crosswalk.

Pedestrians Walking in the Roadway

Often due to the lack of sidewalks, shoulders, or other pedestrian infrastructure, or because parked vehicles force pedestrians into traffic lanes.

Conflicts Between Vehicles and Non-motorized Users

Concerns about safety at locations where vehicles, pedestrians, and bicyclists share space without separation.

Concerns with Driver Behavior

Includes both intentional behaviors such as speeding and recklessness, and unintentional behaviors due to confusion from unclear signage or intersection control.

Intersection Concerns

Intersections identified as having frequent conflicts, concerns about visibility and signage, or lacking appropriate traffic control.

Insufficient Vehicle Parking

Includes parking in undesignated areas or along roadways, which contributes to traffic obstruction and safety concerns (**Figure 8**).

Truck Parking Along SR 906

Parked trucks create sight distance challenges, particularly near intersections and driveways, and contribute to traffic flow and pedestrian safety concerns.

Congestion

Heavy traffic volumes, backups onto I-90, and gridlock conditions during peak recreation times.

Emergency Access Challenges

Concerns that congestion, parking, or blocked roads may delay emergency response or impede evacuation during emergencies such as wildfires.

Roadway and Facility Maintenance Issues

Concerns include unplowed roads, delayed striping, or poor road surface conditions that contribute to safety hazards.

Winter Weather Hazards

Includes icy roads, lack of traction, limited winter maintenance before early hours, and vehicles getting stuck in snow or sliding on hills.

Desire for Parking Garage

Concerns about congestion, vehicles parking along roadways and visitor accessibility.

Desire for Frontage Road

Community desire for a Frontage Road due to concerns about congestion along I-90.

Figures 9 and 10 on the following page highlights the locations where community concerns were concentrated.



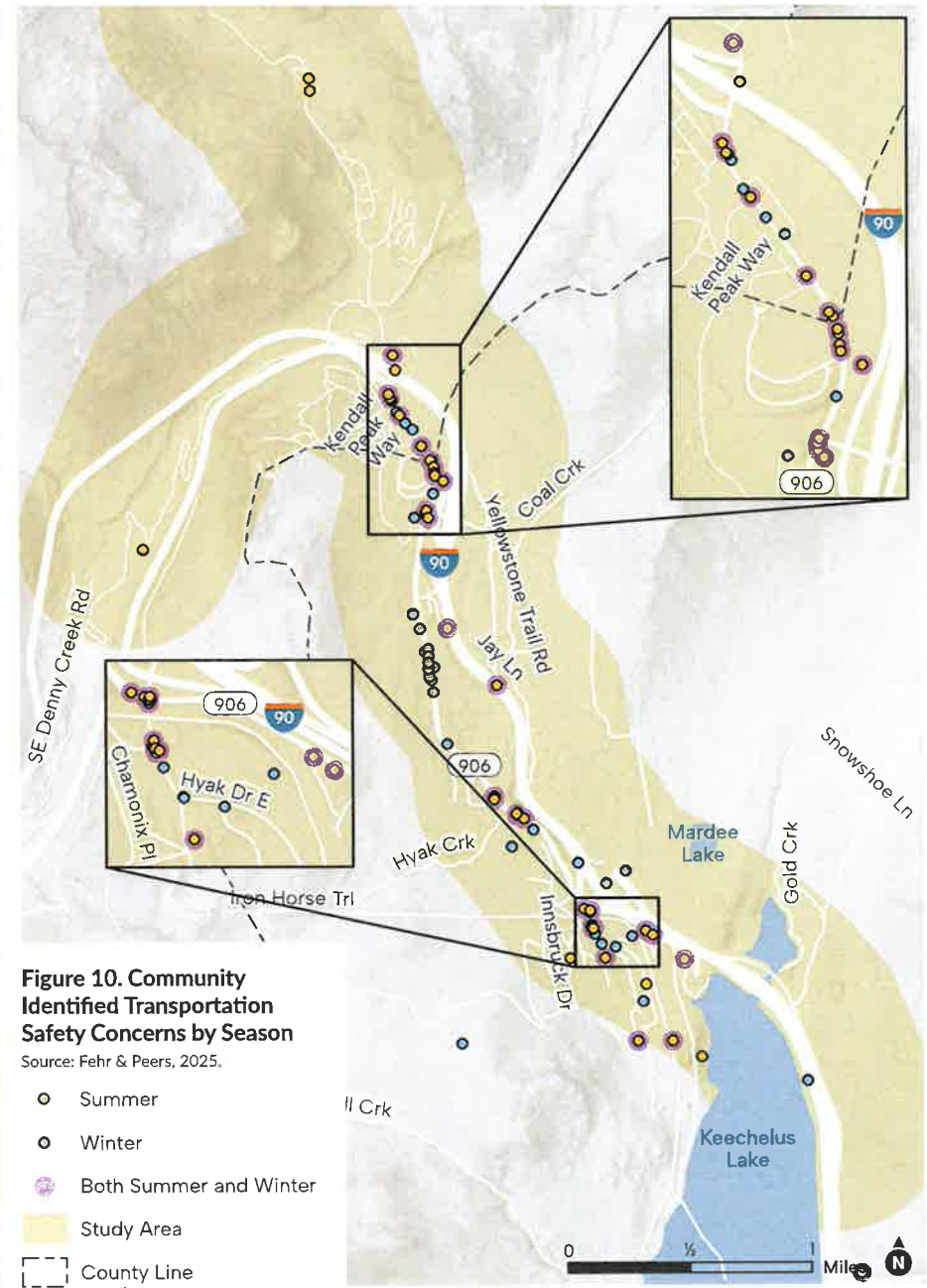
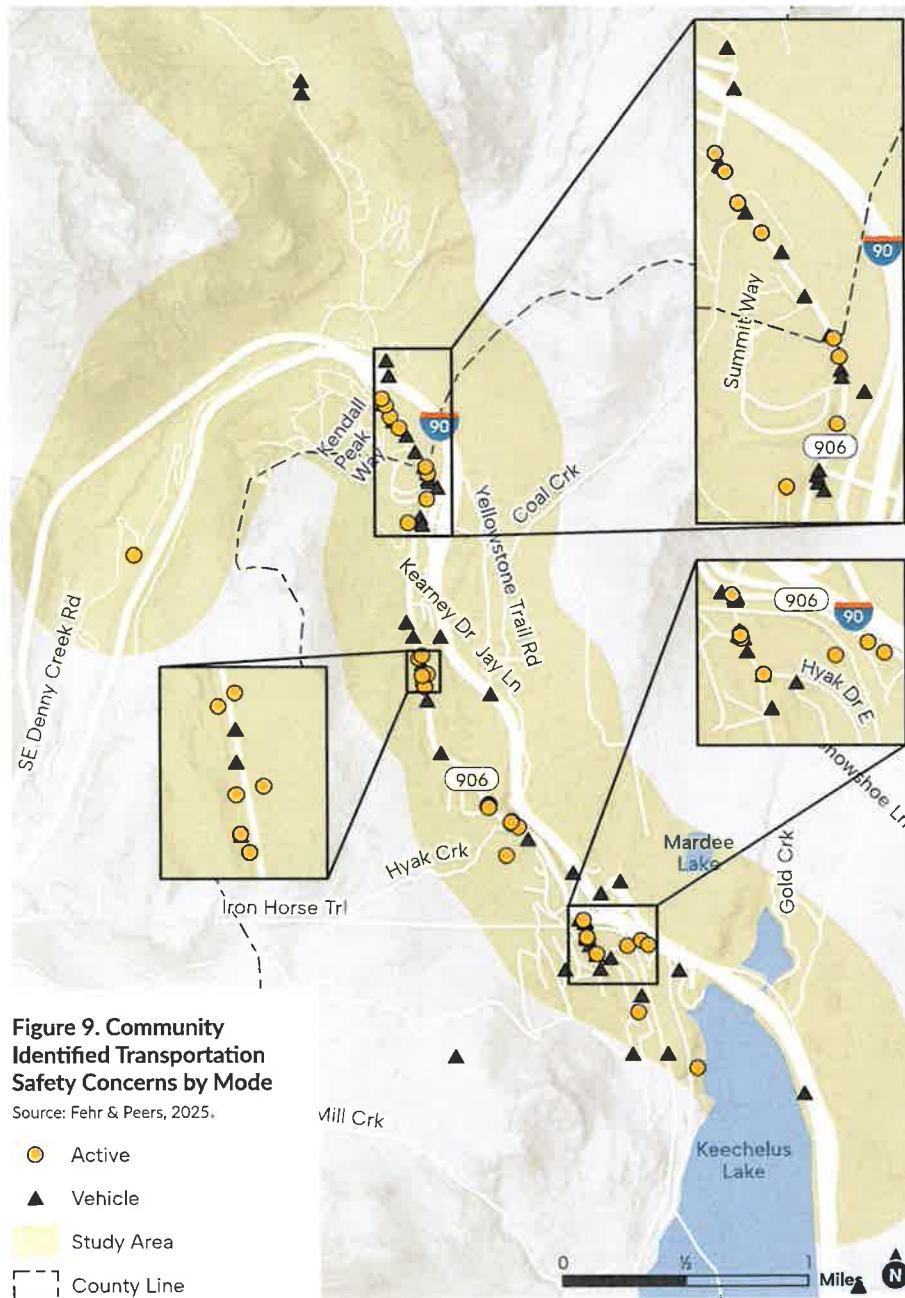
Figure 7. Pedestrians Crossing SR 906 at Silver Fir Near a Blind Curve with No Designated Crosswalk

Source: Fehr & Peers, 2025.



Figure 8. Vehicles Parked in the Designated Lot for the Summit with Overflow Parking Extending Along SR 906

Source: Fehr & Peers, 2025.



Chapter 3

Analyzing Data



Key Data Trends

The development of the CSAP was guided by comprehensive data analysis, including collision data, traffic volumes, traffic speed, and intersection level of service.

This chapter highlights the key findings and trends identified through these analyses, offering insights into current roadway conditions and their implications for transportation safety and mobility in Snoqualmie Pass.

To identify key collision trends, the project team analyzed collisions that occurred in Snoqualmie Pass over a **10-year period**, from January 2014 through December 2023, using data available through the WSDOT crash portal.[†] The analysis includes collisions on local roads, SR 906, and the on- and off-ramps of I-90, but excludes I-90 itself, as this limited-access highway is addressed under the State's Strategic Highway Safety Plan.[‡]

In addition to collision data, traffic volume and speed data was evaluated to assess roadway performance and understand how capacity constraints may impact safety across the local network.

What is a Fatal or Serious Injury (KSI) Collision?‡

A fatal injury is any injury that leads to death within 30 days of the motor vehicle collision in which it occurred. A serious injury is a non-fatal injury that results in one or more of the following:

- Severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood
- Broken or distorted extremity (arm or leg)
- Suspected skull, chest, or abdominal injury other than bruises or minor lacerations
- Significant burns (second and third degree burns over 10% or more of the body)
- Unconsciousness when taken from the crash scene
- Crush injuries
- Paralysis

^{*} The collision data used in the preparation of this plan were provided by WSDOT and only includes collisions that were logged with a crash report.

[†] <https://targetzero.com/>

[‡] <https://highways.dot.gov/media/20131>



Collision Trends

Kittitas County & King County

Traffic fatalities and serious injuries on all roads in Kittitas County and King County have risen over the 10-year period from 2014 to 2023, highlighting a growing safety concern, as illustrated in Figure 11 and Figure 12.*

Figure 11. KSI Collisions by Year in Kittitas County (2014 - 2023)

Source: Washington State Traffic Safety Commission Crash Data, 2014-2023.

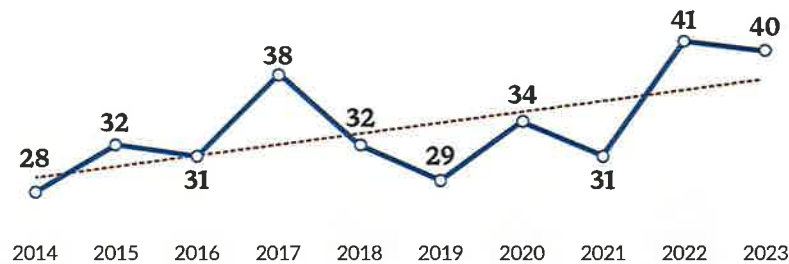
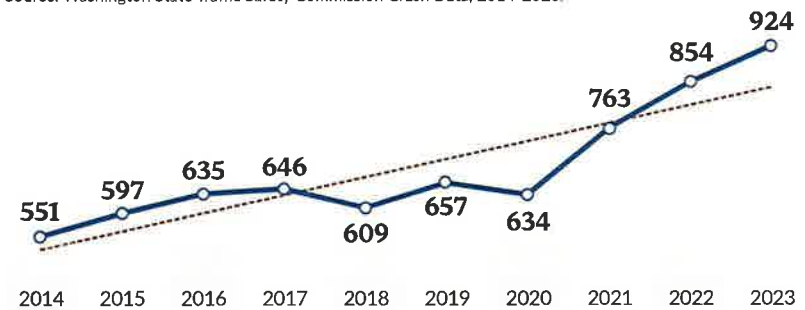


Figure 12. KSI Collisions by Year in King County (2014 - 2023)

Source: Washington State Traffic Safety Commission Crash Data, 2014-2023.



Snoqualmie Pass

Collision data from 2014 to 2023 was analyzed for local roads, SR 906, and the on-and-off-ramps of I-90 within the Snoqualmie Pass area. Over this 10-year period, a total of 107 collisions were reported.

Of these, one collision was fatal and two resulted in life-altering serious injuries (**Figure 13**). In addition to vehicle-only collisions, there were also collisions involving pedestrians, bicyclists, and motorcyclists, also referred to as vulnerable road users (**Figure 14** and **Figure 15**). A significant share of collisions—81 of the 107 (76%)—occurred on SR 906 or the I-90 ramps. All three KSI collisions were vehicle-only and took place on SR 906 or I-90 ramps (**Figure 16**).

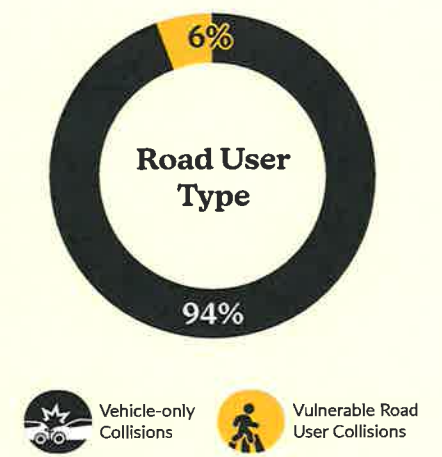
Figure 13. Collisions by Year & Injury Type in Snoqualmie Pass (2014 - 2023)

Source: Fehr & Peers, 2025.

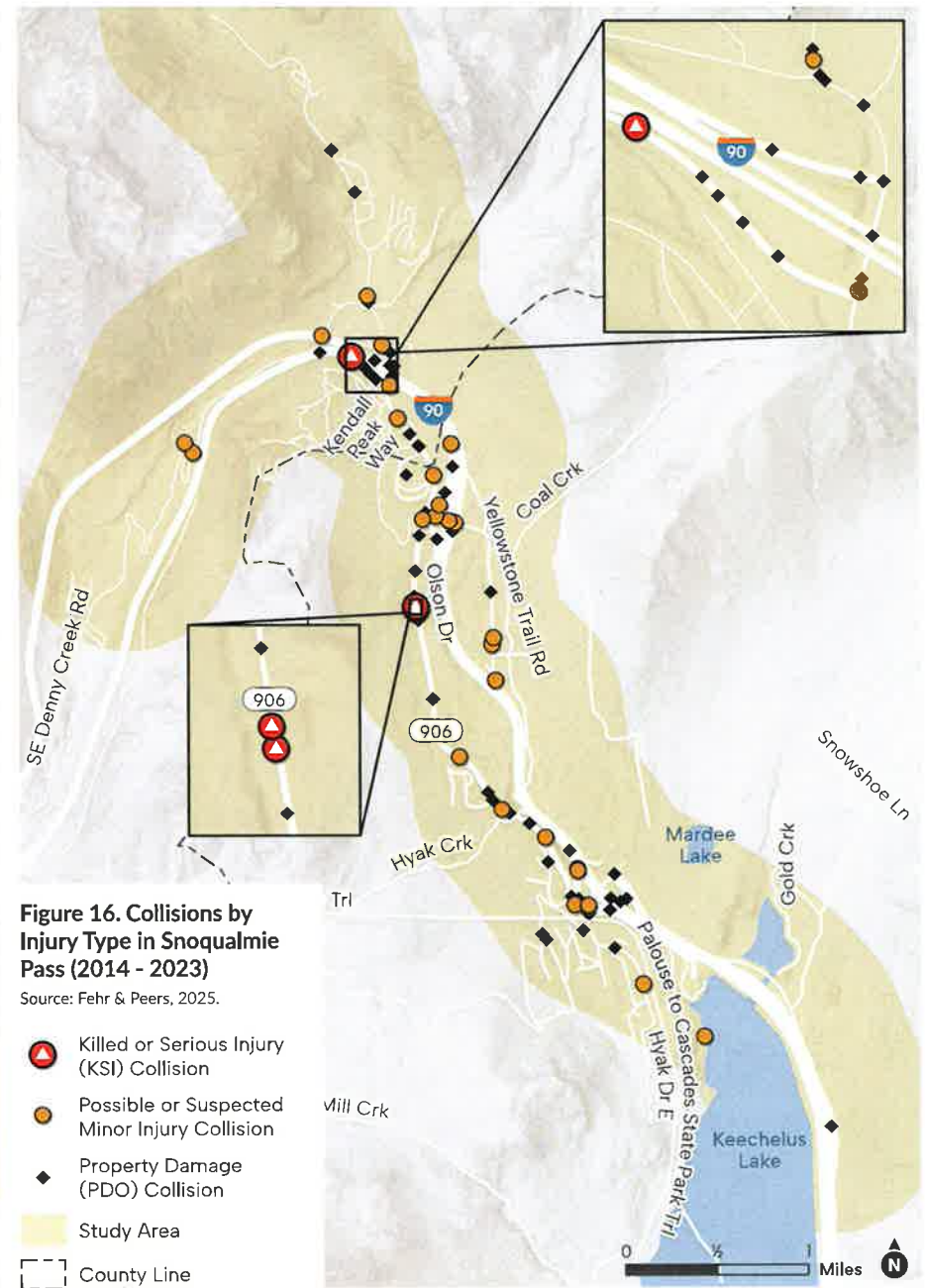
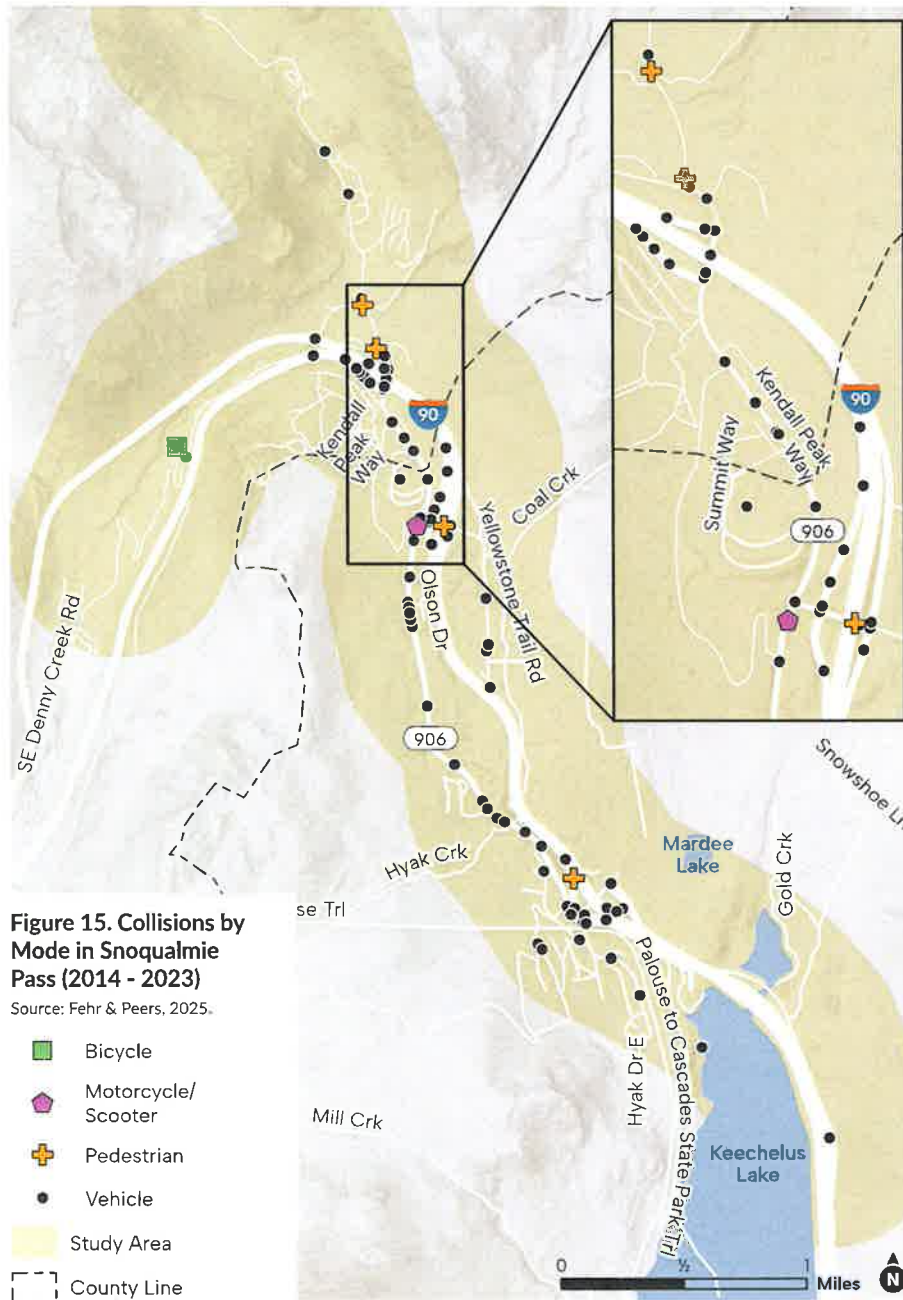


Figure 14. Collisions by Road User Type in Snoqualmie Pass (2014 - 2023)

Source: Fehr & Peers, 2025.



* <https://wtrsc.wa.gov/dashboards/fatalities-dashboard/> accessed May 2025.



Winter Trends

Given Snoqualmie Pass's popularity as a winter destination with heavy snowfall and a significant influx of visitors during the ski season, it's important to understand how collision trends vary by season.

As shown in Figure 17, **67 of 107 (63%)** of collisions occurred during the winter season (December, January, and February).

The collision data reveals several notable trends in driving behavior and environmental conditions. A majority of winter collisions occurred over the weekend, suggesting increased traffic traveling through the Pass. Most collisions occurred at midblock locations rather than at intersections, as highlighted by the trend of drivers going straight ahead. These patterns suggest key targeted countermeasures at midblock locations that address speeding and distracted driving.

Summer Trends

Although fewer collisions occurred during the summer months, they were associated with distinct conditions and patterns from winter collisions.

20 of 107 collisions (18%) occurred in June, July, August, or September.

Seasonal trends are summarized in Figure 18 on the next page, and additional charts and takeaways from the collision data analysis are reported in Appendix E.

Figure 17. All Collisions by Month in Snoqualmie Pass (2014 - 2023)
Source: Fehr & Peers, 2025.

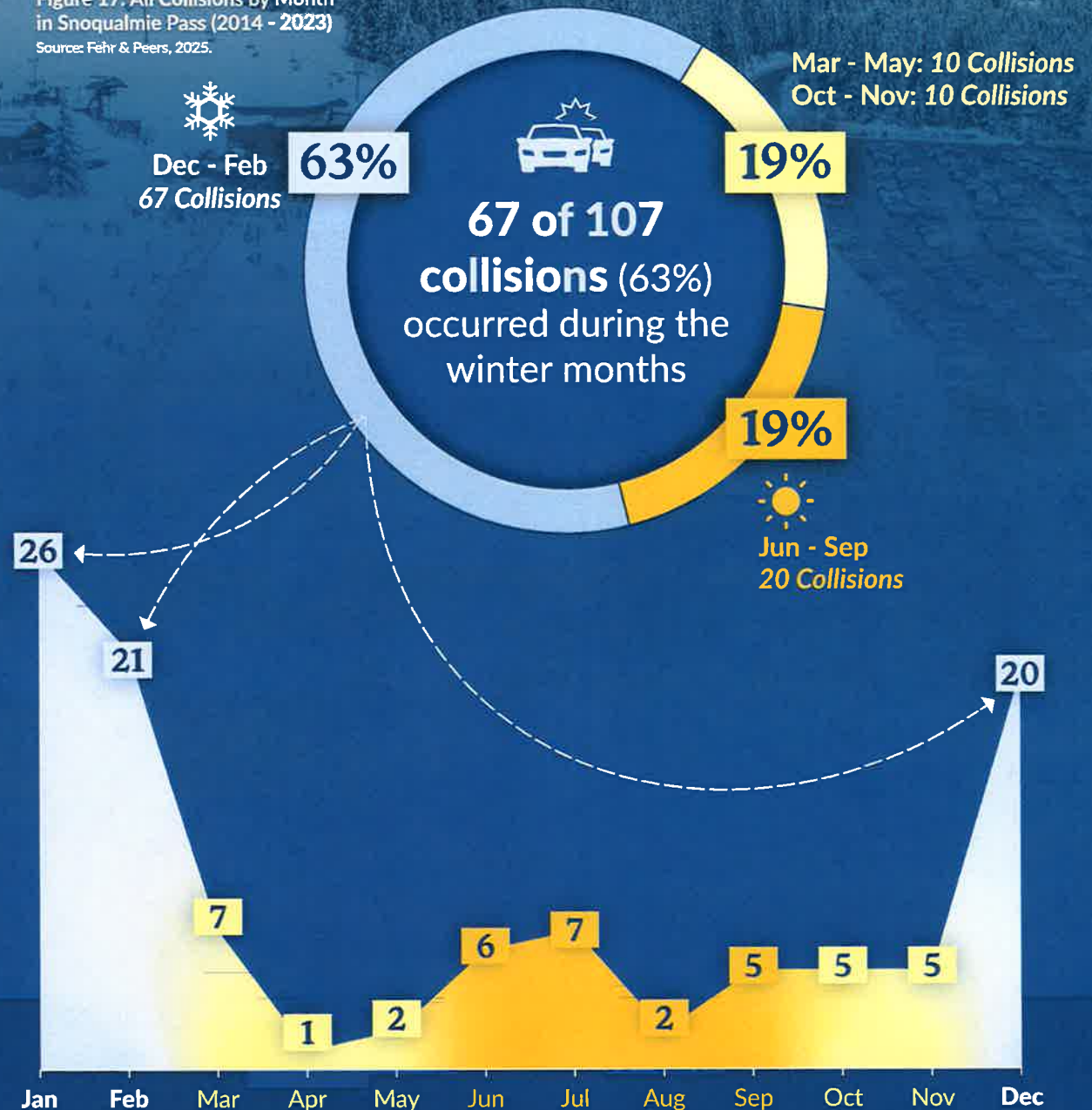
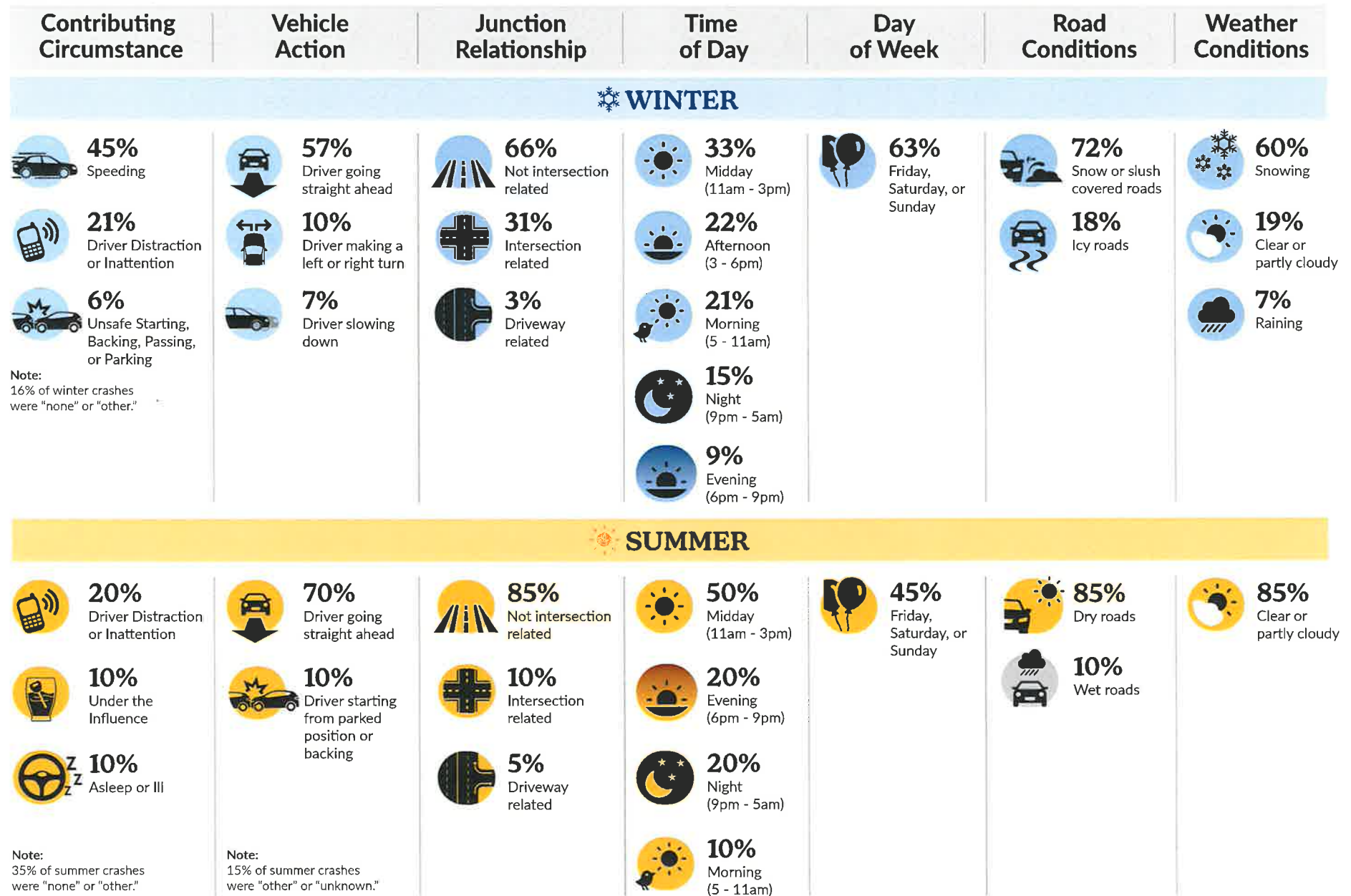
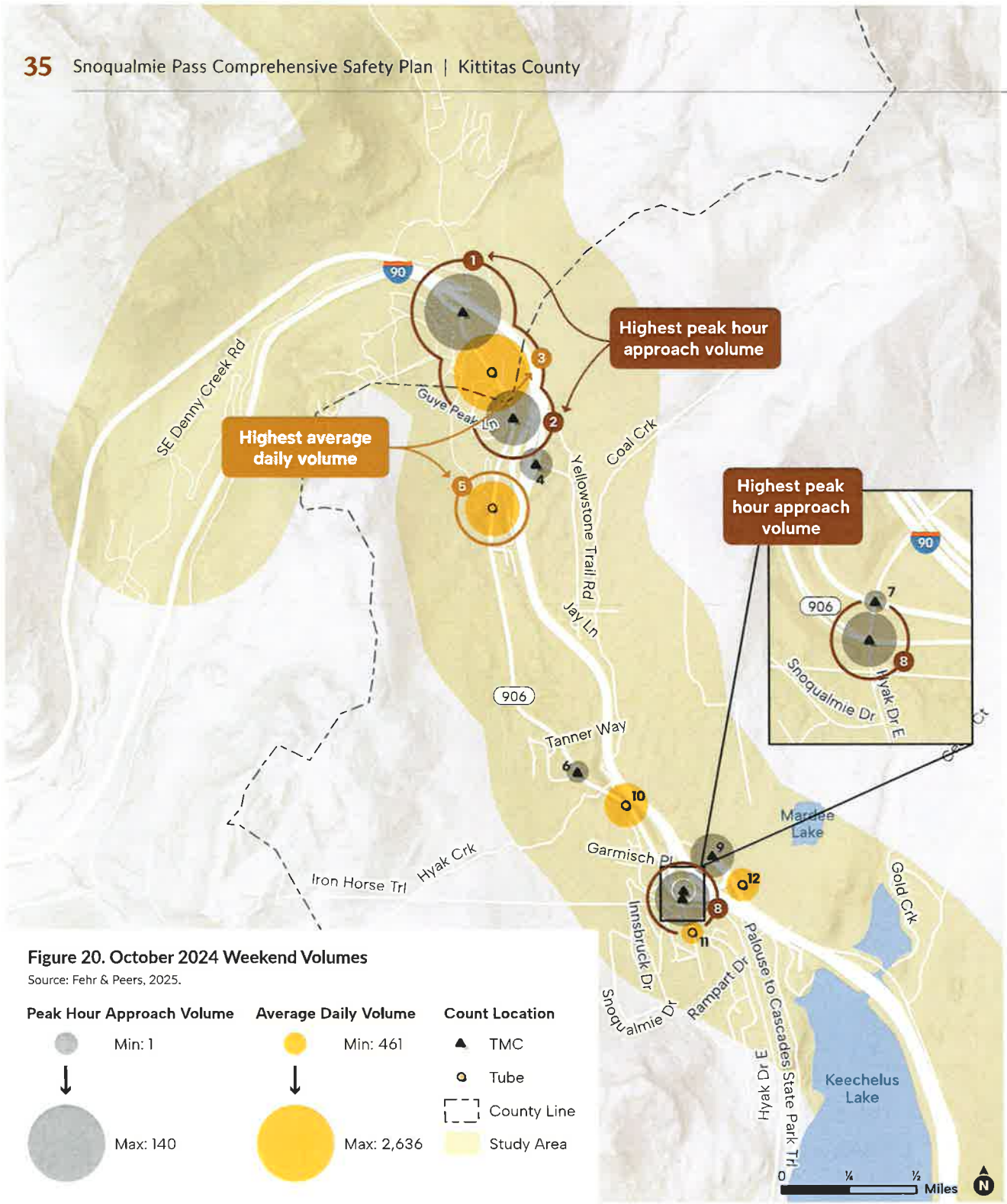


Figure 18. Seasonal Collision Trends in Snoqualmie Pass (2014 - 2023)

Source: Fehr & Peers, 2025.





Volume

The following section describes overall volume trends in Snoqualmie Pass. While total volumes may differ between October and February or between weekdays and weekends, overall travel patterns and trends remain consistent across all scenarios.*

OCTOBER

Analysis of October volumes provided a baseline for non-winter conditions in Snoqualmie Pass. **Figure 20** presents October 2024 weekend vehicle volumes, including total daily volumes along roadway segments and peak hour approach volumes at intersections.

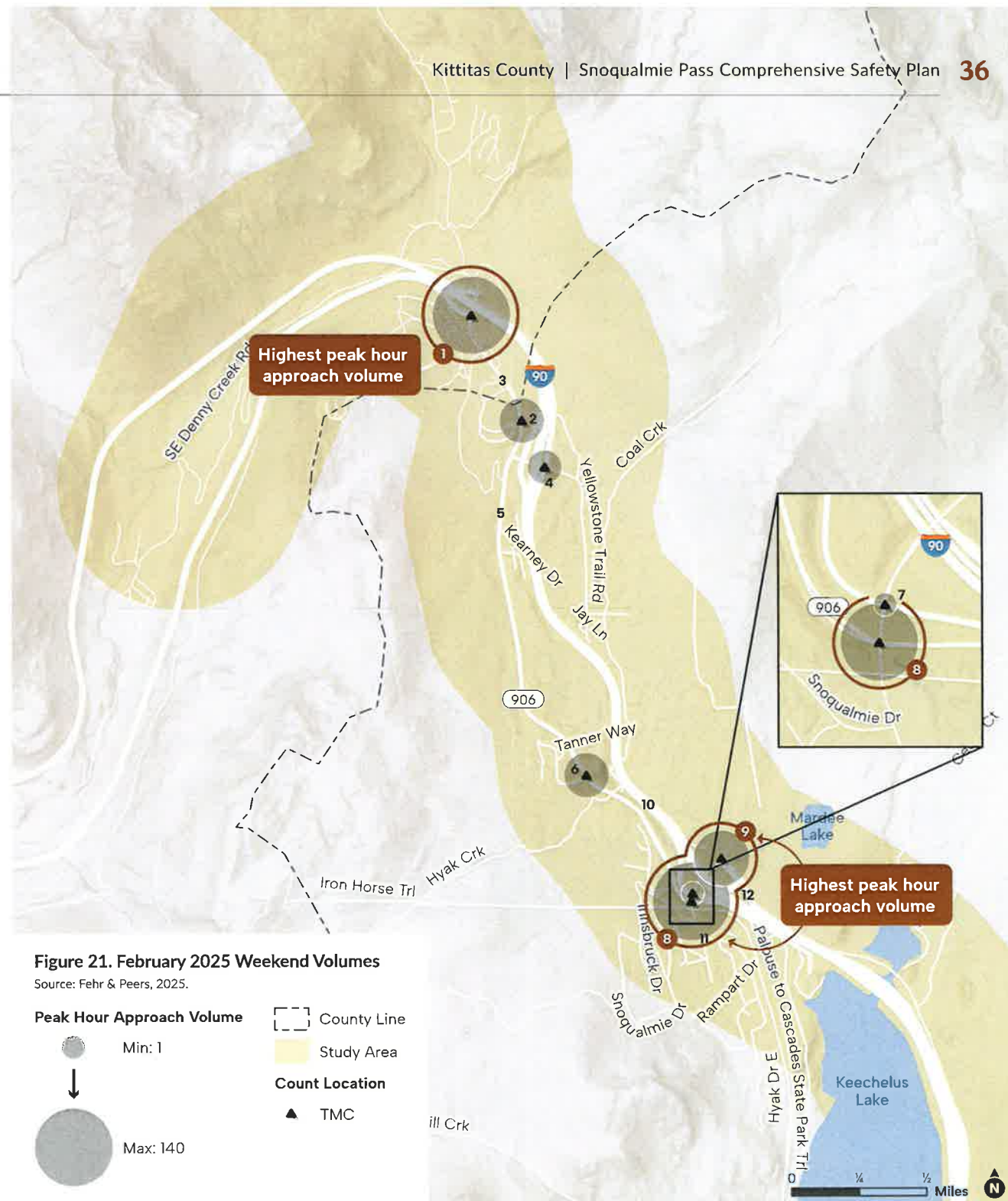
The segment with the highest daily average volume during both weekdays and weekends in October was SR 906 between Exit 52 and Guye Peak Lane. For both weekdays and weekends in October, the intersections with the highest peak hour volumes were the intersection of Exit 52 I-90 Eastbound Off-Ramp & SR 906 (**Location 1**), the intersection of SR 906 & Guye Peak Lane (**Location 2**), and the intersection of SR 906 & Hyak Drive E (**Location 8**), as shown in **Figure 20**.

* See Appendix F for traffic volume maps corresponding to the October 2024 weekday, February 2025 weekday, and February 2025 weekend scenarios.

FEBRUARY

Analysis of February volumes provided a baseline for winter conditions during peak tourism season. **Figure 21** presents February 2025 weekend peak hour approach volumes at intersections. Across both weekdays and weekends, the intersections with the highest peak-hour volumes were the intersection of Exit 52 I-90 Eastbound Off-Ramp & SR 906 (**Location 1**), the intersection of SR 906 & Hyak Drive E (**Location 8**), and the intersection of Exit 54 I-90 WB Ramp & Lake Mardee Road (**Location 9**).

Tube counters cannot be used in snowy conditions due to interference from snowplows, so speed and midblock volume data were not collected in February. However, TMCs were still used during the winter to assess intersection-level conditions during the snowy season and field observations were collected on New Year's Eve and New Year's Day.



Level of Service

Level of Service (LOS) is a metric used to assess how well intersections function by evaluating factors such as vehicle delay, congestion, and overall traffic flow. It provides a snapshot of operational performance during periods of high demand.

Due to the unique traffic patterns in Snoqualmie Pass, intersection performance was analyzed during peak hours on both weekdays and weekends. To capture seasonal variation, data collection was conducted in October, reflecting traffic during non-snow conditions, and in February, reflecting traffic during the ski season.

The LOS grading system ranges from A to F, with each grade representing a different level of congestion. An intersection operating at LOS A signifies a smooth flow of traffic with minimal or no delays. On the other hand, an intersection operating at LOS F indicates severe congestion, causing

significant delays for vehicles and exceeding the roadway's capacity.

Table 1 presents the definitions of each LOS grade for unsignalized intersections^{*} as established in the Highway Capacity Manual (HCM) 7th Edition and published by the Transportation Research Board in 2022. The HCM serves as a standardized approach for evaluating vehicle operations.

WSDOT establishes LOS standards for state highways and ferry routes of statewide significance (HSS) under RCW 47.06.140(2). For SR 906, WSDOT has identified an **LOS C standard**.[†]

Kittitas County's 2021 Comprehensive Plan sets LOS standards for its roadway network based on geographic context. The County aims to maintain **LOS C** in rural areas and **LOS D** in urban areas, with Snoqualmie Pass classified as a rural area.[‡]

Based on the traffic counts collected and current intersection geometries, all intersections within the study area operated at **LOS A or B** during peak hours in October (representing non-snow

conditions). In February, which captures ski season travel patterns and increased weekend congestion, most intersections still operated at **LOS B** or better. Only **SR 906 & I-90 EB Off-Ramp** dropped to **LOS C** on weekends, still within the acceptable standard set by WSDOT. These results do not apply to all time periods. The study area's roadway network is relatively sparse, offering limited route options for most travelers. As a result, the area roadway network can be overwhelmed in the mornings as people arrive to park for their day of winter sports, as well as in the afternoon, as people leave for the day. The rural network accommodates a mix of through traffic, cars searching for a place to park, vehicles parking, people walking from parked vehicles to destinations, semi-trucks stopping to rest or access services, and travelers that are unfamiliar with the area, who sometimes make unpredictable or even unsafe travel maneuvers. The friction that occurs during these busy periods can impact safety and mobility, as well as quality of life, particularly for those who live and work in the Pass. In addition to considering current conditions, the project team

Table 1. Level of Service Definitions

Level of Service	Description	Control Delay (seconds/vehicle) for Unsignalized Intersections
A	Free-flowing conditions	≤ 10
B	Stable operating conditions	10-15
C	Stable operating conditions, but individual motorists are affected by the interaction with other motorists	15-25
D	High density of motorists, but stable flow	25-35
E	Near-capacity	35-50
F	Over capacity, with delays	≥ 50

Source: Highway Capacity Manual, 7th Edition.

* All intersections in Snoqualmie Pass are unsignalized intersections. The HCM has a different delay standard for signalized and roundabout controlled intersections.

† <https://geo.wa.gov/datasets/WSDOT:wsdot-level-of-service-standard-for-state-routes/explore?location=47.416903%2C-121.417223%2C14.55>

‡ <https://www.co.kittitas.wa.us/uploads/documents/cds/comp-plan/2021/2021%20Comprehensive%20Plan.pdf>

The following intersections were evaluated (as shown in **Figure 22**):

- SR 906 & I-90 EB Off Ramp (Location 1)
- SR 906 & Guye Peak Lane (Location 2)
- I-90 WB Off Ramp/I-90 WB On Ramp & Yellowstone Trail Road (Location 4)
- SR 906 & Tanner Way/Driveway (Location 6)
- Hyak Dr E & SR 906 & Driveway (Location 7)
- SR 906 & I-90 EB Off Ramp/I-90 EB On Ramp (Location 8)
- SR 906 & I-90 WB Ramp (Location 9)

estimated what conditions might be by 2045. To model this, the project team evaluated intersection conditions with a 27% increase in vehicle volumes based on regional land use growth forecast for Kittitas County as well as forecast traffic growth along I-90.[§] Even with this growth in traffic volumes, study intersections are expected to remain within acceptable LOS thresholds—**LOS B or better** in October and **LOS C or better** in February. These results do not represent peaks in congestion that can occur during busy times for recreational uses or winter storms, or when I-90 is overcapacity. However, they suggest that capacity treatments that add route options or additional modal separation, such as sidewalks and trails or more visible and/or controlled pedestrian street crossings, are more appropriate than roadway widening or construction of traffic signals.

For a detailed description of the LOS analysis methodology and full results, see **Appendix G**. For LOS reports, see **Appendix H**.

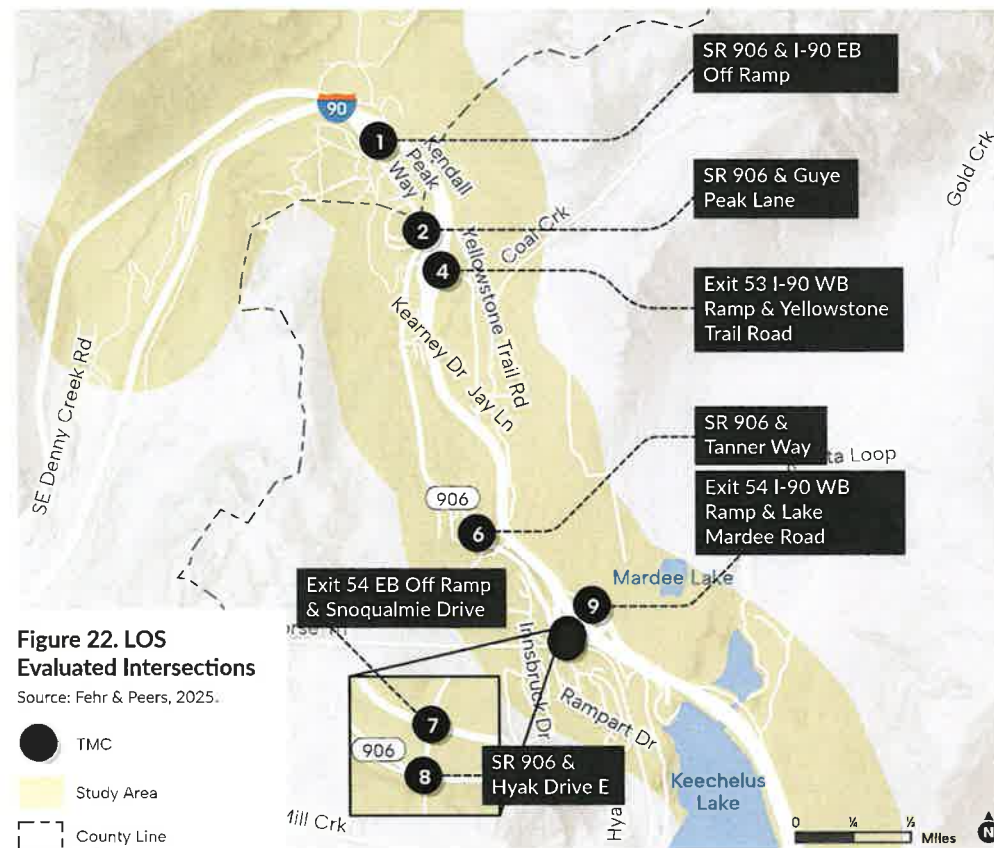


Figure 22. LOS Evaluated Intersections

Source: Fehr & Peers, 2025.

- TMC
- Study Area
- - - County Line

[§] All count volumes were increased by 27% to reflect a 20-year forecast horizon. This growth rate aligns with countywide population projections from the Washington State Office of Financial Management (OFM) for Kittitas County and is consistent with anticipated traffic growth on I-90, the sole access route to Snoqualmie Pass. The methodology and growth assumption were confirmed by Kittitas County staff.

Understanding Congestion in Snoqualmie Pass

While the LOS analysis indicates that current and future congestion at study intersections will remain within WSDOT and County capacity thresholds, it is important to recognize that this data reflects only a limited snapshot in time and may not fully capture the lived experience in Snoqualmie Pass. To better understand these conditions, the project team conducted field observations and engaged with community members during a holiday weekend at the height of the ski season.

Key takeaways from the field observations included:

- Congestion increasing steadily throughout the day
- High levels of street friction
- Observations consistent with feedback from the Stakeholder Planning Group and public outreach, including:
 - Parking along SR 906 results in pedestrians walking in the roadway
 - Truck parking along SR 906 creates sight distance issues and other operational challenges
 - Lack of marked pedestrian crossings misses an opportunity to direct where pedestrian crossings occur and provide more predictability for all users
 - Peak-period congestion, combined with driver confusion can lead to long queues and user frustration
 - Insufficient off-street parking supply at peak times, which can lead to congestion as a result of drivers searching for parking and pedestrians walking in the traveled way enroute from distant parking to intended destinations

Congestion affects quality of life for residents, visitors, and travelers in Snoqualmie Pass. The safety impacts of congestion are often indirect, but congested conditions can contribute to behaviors such as distracted driving, unpredictable behavior, conflicts between drivers and pedestrians, and challenges for drivers unfamiliar with winter conditions.

Speed

Figure 23 shows the speed limit on each evaluated segment in the study area, as well as the 85th percentile speed observed during the data collection period compared to the posted speed limit. The highest observed speeds during the weekday and weekend data collection period in October were recorded along two segments of SR 906: between Exit 53 and Kearney Drive (**Location 5**) and between Tanner Way and Exit 54 (**Location 10**). On these segments, 85th percentile speeds exceeded the posted speed limit by 14.9 mph northbound and 14.8 mph southbound on the first segment, and by

11.4 mph northbound and 17.5 mph southbound on the second segment.

Higher vehicle speeds greatly increase both the likelihood of a crash and the severity of the outcome. In the U.S., speeding is a factor in nearly **30%** of traffic fatalities each year, and even small increases in speed can dramatically raise the risk of death or serious injury.* Between 2019 and 2023, 31% of traffic fatalities in Washington State involved a speeding driver, reflecting the same trend locally.† For pedestrians, the chance of being killed if struck rises from about 1% at 20 mph to nearly **20% at 35**

mph.‡ Motorcyclists are especially vulnerable, with over one-third of fatal crashes involving speeding.§

Globally, the relationship is consistent: **an increase of about 0.6 mph in average vehicle speed raises fatal crash risk by about 4-5%.**¶

This underscores why high vehicle speeds are a critical safety issue—and why measures such as traffic calming, speed enforcement, and roadway design can help reduce speeds.

* <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813582.pdf>
 † <https://wtsc.wa.gov/dashboards/fatalities-dashboard/>
 ‡ <https://www.iihs.org/research-areas/speed>
 § <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813582.pdf>
 ¶ <https://apps.who.int/iris/bitstream/10665/254760/1/WHO-NMH-NVI-17-7-eng.pdf>

Why is the 85th Percentile Speed Important in Traffic Analysis and Safety?

The 85th percentile speed is the speed at or below which 85% of vehicles are observed to travel. **It reflects the speed that most drivers choose when not constrained by traffic or enforcement.**

When the 85th percentile speed on a road segment is significantly higher than the posted speed limit, it can signal a mismatch between driver behavior and roadway design or signage. This mismatch can lead to:

- **Increased crash severity:** Higher speeds result in more kinetic energy during a crash, which increases the likelihood of serious injuries or fatalities. For example, a pedestrian hit at 20 mph has a ~10% risk of a fatality or serious injury, but at 40 mph, the risk jumps to 80%.
- **Greater speed variance:** When some drivers follow the speed limit and others drive much faster, the variation increases the chance of collisions.
- **Design misalignment:** If most drivers exceed the posted limit, it may indicate that the road feels safe to drive faster than intended—suggesting a need to reassess the speed limit or roadway design.

* <https://www.fhwa.dot.gov/publications/research/safety/17098/003.cfm>

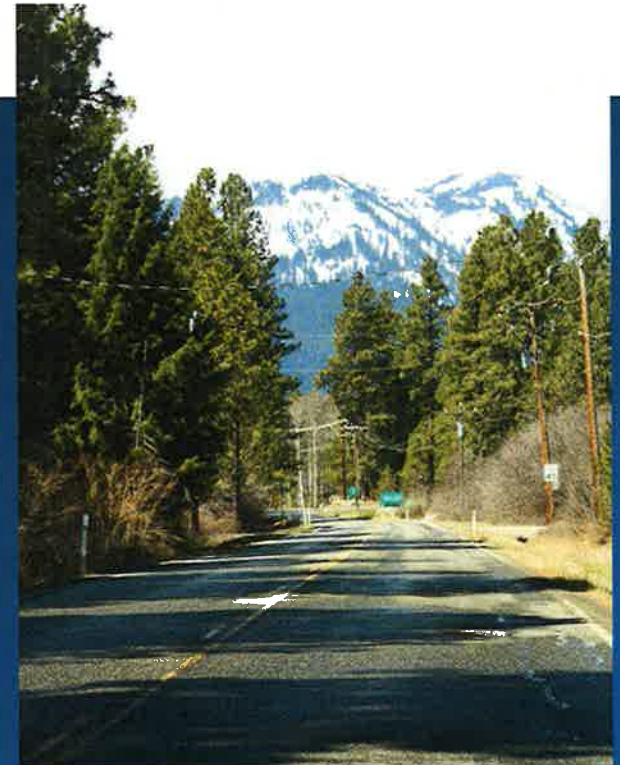
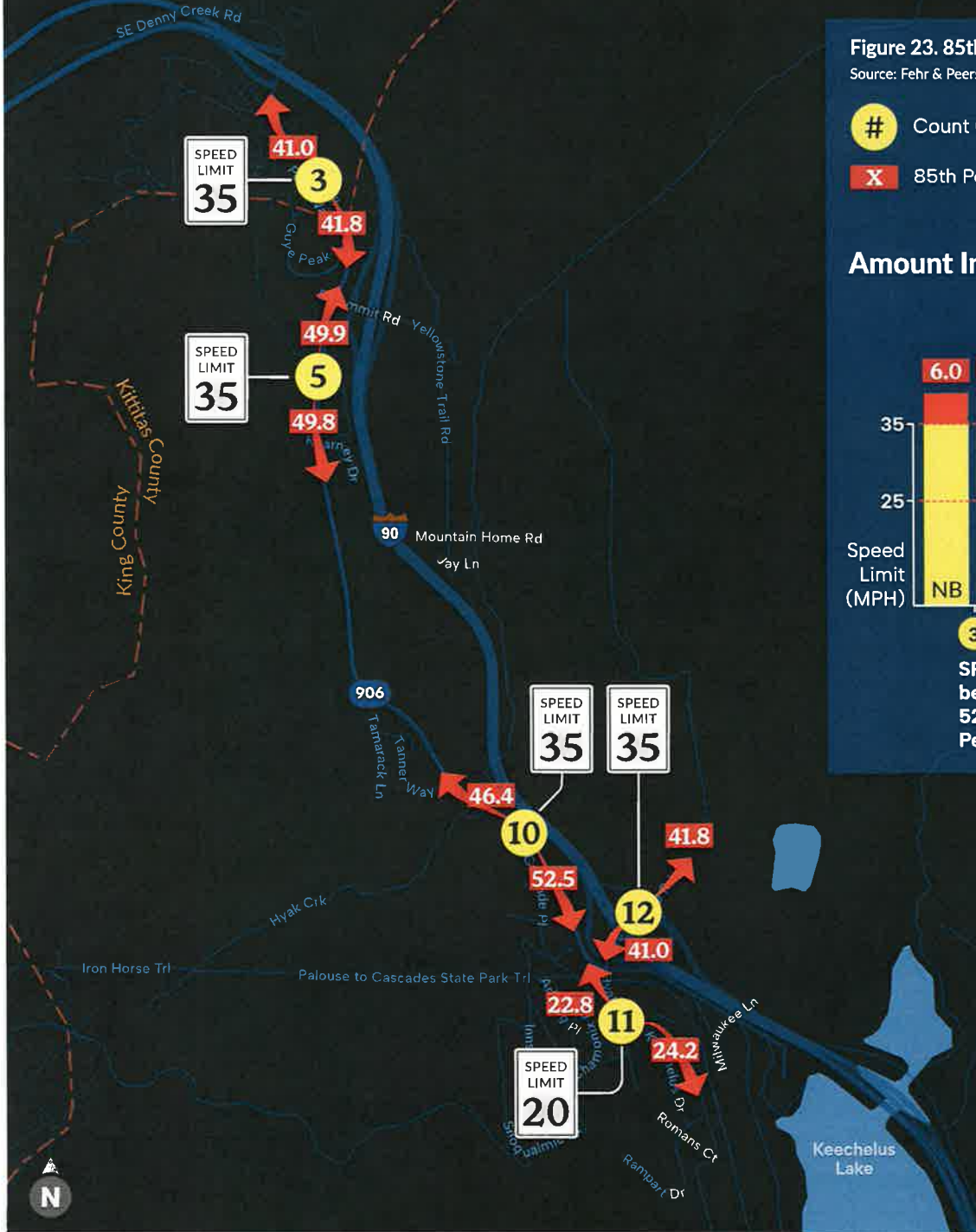
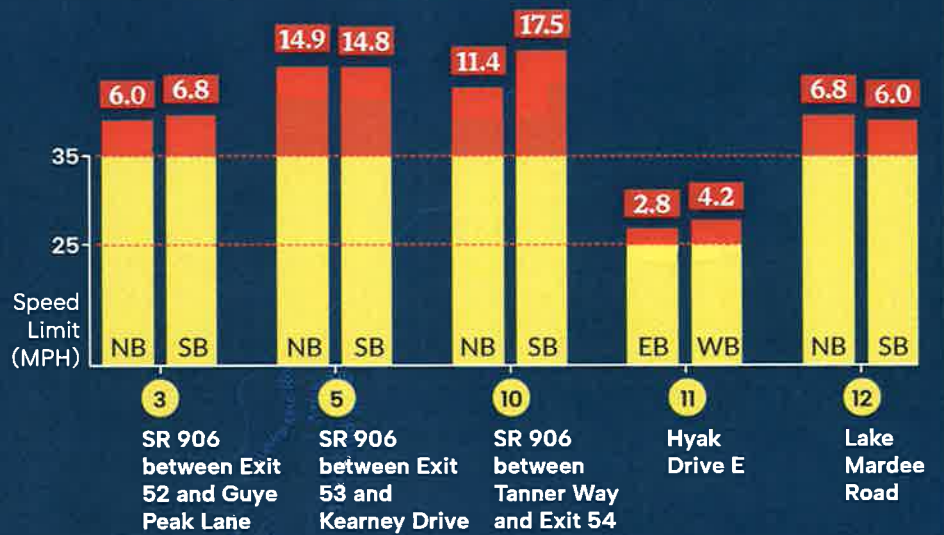


Figure 23. 85th Percentile Travel Speeds – October 2024

Source: Fehr & Peers, 2025.

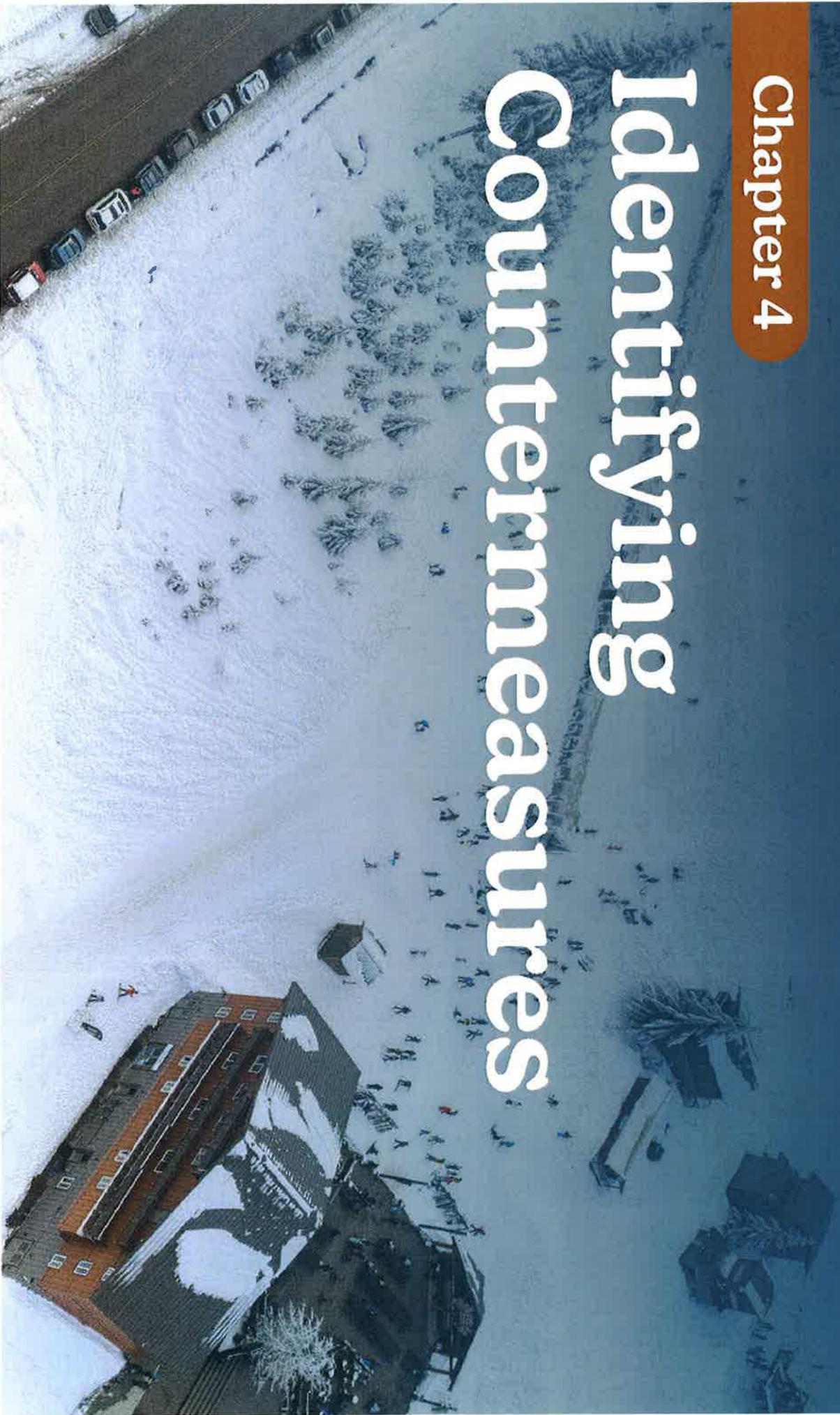
- # Count Collection Location ID
- Direction of Travel
- X 85th Percentile Speed (MPH)

Amount In Excess of Speed Limit



Chapter 4

Identifying Countermeasures



Priority Project Locations and Countermeasures

This chapter identifies priority locations in Snoqualmie Pass where targeted safety and mobility improvements, also known as countermeasures, are recommended. Each location includes a description of the location context, contributing safety concerns, and a tailored set of engineering countermeasures designed to address site-specific issues.

Figure 24 shows the priority locations within the study area, organized as locations A through G. For each priority location, proposed safety and mobility improvements have been developed. Both the priority locations and proposed improvements were determined using a combination of collision patterns, traffic volumes and speeds, community feedback, stakeholder input, field observations, and professional engineering judgment.

Consistent with FHWA's Proven Safety Countermeasures and the Safe System Approach, the proposed improvements focus on evidence-based design treatments that address the specific safety challenges at each location. Together, they represent a coordinated, context-sensitive effort to enhance overall roadway safety and mobility for all users.

- **Location A:** Exit 52 Area
- **Location B:** Summit West Area
- **Location C:** Exit 53 Area
- **Location D:** Summit Central Area
- **Location E:** Silver Fir Area
- **Location F:** Exit 54 Area
- **Location G:** Summit East Area

What is a Safety Countermeasure?

A safety countermeasure is an evidence-based strategy or treatment designed to reduce the frequency and severity of traffic crashes.*

The Federal Highway Administration (FHWA) promotes the use of **Proven Safety Countermeasures**—a collection of research-backed practices and design elements that are effective at improving roadway safety for all users. FHWA encourages transportation agencies to adopt these strategies to support a safe system approach and reduce serious injuries and fatalities on our roads.

We use the term **countermeasure** rather than **solution** because it reflects the reality that safety risks are complex. Countermeasures are targeted actions that reduce risk, not guaranteed fixes. This terminology aligns with national best practices and supports a Safe System Approach to roadway safety.

* <https://highways.dot.gov/safety/proven-safety-countermeasures>





Location A:
Exit 52 Area



Location C:
Exit 53 Area



Location E:
Silver Fir Area



Location G:
Summit East Area



Location B:
Summit West Area



Location D:
Summit Central Area



Location F:
Exit 54 Area

**Figure 24. Priority Locations
for Safety Improvements**

Sources: Fehr & Peers, 2025; Aerial
provided courtesy of Google Earth.

Countermeasures

A toolbox of engineering countermeasures is included in **Appendix J**. These countermeasures can serve as a menu of options to help address crash likelihood factors and crash trends identified in Chapter 3 and outlined below. **Figure 25** outlines what information is included in the toolbox. Most of the countermeasures have been identified by FHWA as Proven Safety Countermeasures and can be advantageous for use in Highway Safety Improvement Program (HSIP) funding applications. There are also many effective safety countermeasures beyond those listed by FHWA, several of which are included in the toolbox.

Proposed Countermeasures for All Locations

The maps associated with each priority location (**Figures 26–32**) identify “**short-term**” countermeasures intended to relieve concerns while more “**long-term**” countermeasures are pursued. Short and long-term improvements are intended to work in conjunction with one another over time.

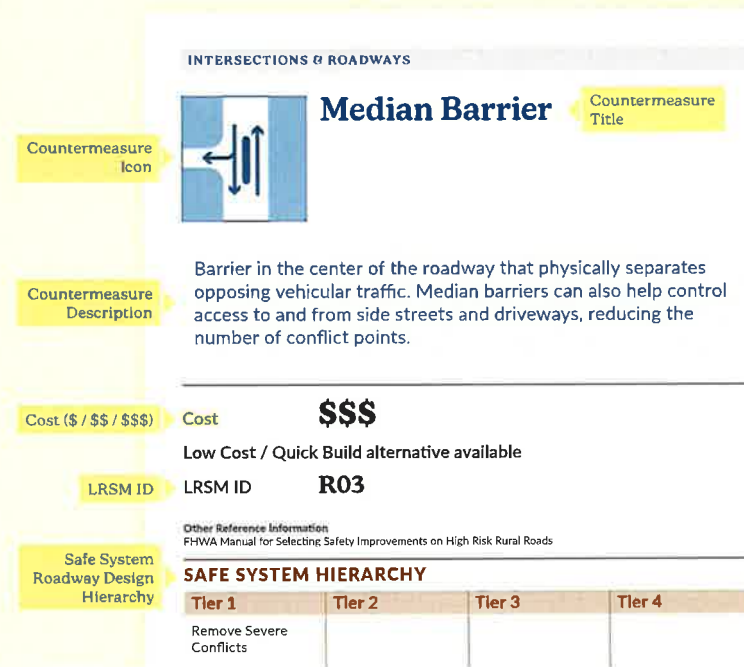
These countermeasures are split into either **corridor improvements**, **intersection improvements**, or **crossing treatments**. Highlighted items are **FHWA Proven Safety Countermeasures**.

Cost Levels

In each priority location, countermeasure cost estimates are displayed as ranges rather than absolute values to reflect the variability of transportation engineering. These ranges account for differences in site conditions, design complexity, material costs, and implementation logistics that can affect final expenses. By showing a cost range, we provide a more realistic and flexible understanding

Figure 25. Countermeasures Toolbox Example

Source: Fehr & Peers, 2024.



Timeline

- **Near-Term:** Countermeasures to implement within one to three years, as resources allow.
- **Mid-Term:** Countermeasures to implement within four to seven years, as resources allow.
- **Long-Term:** Countermeasures to implement in eight or more years, as resources allow.

Table 2. Countermeasure Cost Estimates

Cost Level		Typical Construction Cost
\$	Low	Less than \$100,000
\$\$	Medium	\$100,001-\$500,000
\$\$\$	Moderate	\$500,001-\$1,000,000
\$\$\$\$	High	\$1,000,001-\$5,000,000
\$\$\$\$\$	Highest	More than \$5,000,000

Source: SCJ, 2025.

of potential investment needs. This approach also supports transparency and adaptability during budgeting and prioritization discussions, especially

when comparing multiple locations with varying characteristics. Approximate planning-level costs for each countermeasure are outlined in **Table 2**.

Maintaining Transportation Infrastructure in Winter Conditions

Snoqualmie Pass experiences heavy snowfall each winter, with snowy conditions often lasting several months. Maintaining transportation infrastructure under these conditions is essential to ensuring safety, mobility, and reliable access for all users, including residents, freight, and recreation. Elements such as **roundabouts**, **roadway access points**, and **shared-use paths** require carefully planned winter strategies to remain functional and safe.

Proactive snow and ice management not only supports consistent travel during severe weather but also reduces disruptions to local communities and protects critical regional connectivity.



Roundabouts

When new transportation infrastructure is introduced, both the public and maintenance personnel must adapt their practices to ensure proper use and upkeep. Maintenance crews in many snowy regions (such as Avon, Colorado, which averages more than 300 inches of annual snowfall) have successfully maintained roundabouts under similar conditions.

Standard snowplow equipment can be used for roundabout maintenance, though it requires modified maneuvers compared to conventional intersections. Plowing typically begins at the center (truck apron) and proceeds outward to the edge of the circulating lane. The central island can serve as temporary snow storage, with additional snow pushed to outer edges. Applying de-icing materials at entry and exit points improves traction and user safety.

Roundabouts retain their safety benefits in winter by maintaining low travel speeds and reducing conflict points. Coordination with regional road maintenance staff during design ensures alignment on techniques, curb details, equipment needs, snow storage, and maneuverability.



Pavement Markings

Due to frequent snowplow activity, recessed plastic pavement markings are recommended for channelization in the Snoqualmie Pass area. Adequate budget should be allocated for renewing pavement markings as they are essential for maintaining visibility and the effectiveness of proposed solutions.





Roadway Access Management

Access management strategies help reduce conflict points between vehicles, pedestrians, and cyclists by minimizing the number of driveways, intersections, and side streets. Techniques include consolidating driveways, adding medians, providing turn lanes, or using signage and pavement markings to define access points.

During winter, snowplow berms can reinforce access management by naturally defining entrances and exits to destinations and parking areas. This approach is most effective when berms remain low enough to preserve adequate sight distances. Hardscape or landscaped islands can serve as designated snow storage areas in the winter months, and serve to restrict parking during warmer months.



Shared Use Path

In a mountainous environment like Snoqualmie Pass, shared-use paths play a key role in connecting residents, visitors, and recreational destinations throughout the year. In winter, these paths provide safe routes for pedestrians, cross-country skiers, and winter cyclists, linking ski areas, lodging, and transit stops. Although heavy snowfall and frequent freeze-thaw cycles create maintenance challenges, proactive strategies, such as timely plowing and traction treatments, help ensure paths remain accessible. Effective winter upkeep improves safety by keeping pedestrians off the roadway and supporting multimodal travel even in severe conditions.



Roadway Reconfiguration

A separated parking lane can reduce stop-and-go movements in through-lanes, and lower travel speeds in parking areas, which enhances safety in icy or snowy conditions. These lanes must be plowed and maintained separately from travel lanes. Parking restrictions may be necessary during snow events to ensure effective and regular plowing.



Roadway Lighting

Proper placement of lighting outside of snow storage zone minimizes damage during plowing and maintains reliable lighting for the roadway.



Crosswalks

Crosswalks must remain clear and visible for pedestrian safety. Snow removal in these areas should occur promptly after adjacent roadways are plowed.



A

Intersection Improvement

Intersection of SR 906, NF-0941 & the I-90 Exit 52 Westbound On-ramp

Construct a **roundabout** at the I-90 Exit 52 WB on-ramp intersection. There are currently no active plans to add an EB I-90 Exit on-ramp at this location. According to public comment/feedback travelers not familiar with the area are performing U-turn maneuvers within the interchange/intersection to travel east on SR-906. A roundabout provides drivers a safe place to turn around and be directed toward the Exit 53 on-ramp to access I-90 eastbound.

Intersection Improvement

Intersection of SR 906 & Summit West Entrance

Construct a **roundabout** as a long-term solution to slow down drivers exiting I-90, provide an entrance to the Snoqualmie Pass area, and maintain a continuous flow of traffic to reduce congestion.

Crossing Treatments

There are no existing pedestrian or bicyclist facilities in this area. A proposed pedestrian/bicyclist crossing location is shown at the Summit West location, directing people to a formal location to cross SR 906, which will help pedestrians to be more visible and give vehicles a cue of where to expect people crossing the road. This crossing accommodates the Summit Central to Kendall Katwalk/Pacific Crest Trail. See **Location B** for further information about this crossing.

Figure 26. Location A Safety Improvements

Sources: Fehr & Peers, 2025; Aerial provided courtesy of Google Earth.

— Near-term/Mid-term Project

— Long-term Project

Corridor Improvement

SR 906 Corridor, West of Summit West

Add a shared use path to the corridor to provide a non-motorized transportation connection. This aligns with **walkway and bicycle lane** FHWA proven safety countermeasures and provides pedestrians and cyclists a dedicated space that reduces interactions with vehicles.

- Completes the non-motorized connection between Summit Central to the Kendall Katwalk/Pacific Crest Trail trailhead.
- Provides local non-motorized trail connectivity between Alpentel and Lake Keechelus.

Implement **corridor access management** to improve traffic flow and clarify the location of driveway access points to the right of way. By defining access points, roadway users are better able to predict the movements of other vehicles. Formalizing the location and spacing of access points results in fewer potential conflict points.

Reduce the shoulder outside of the minimum pavement area to discourage parking and provide additional snow storage.

Create a formalized buffer between the shared use path and roadway to provide snow storage

SR 906 is classified as a County Rural Arterial per the Kittitas County Code and should consist of 12-foot minimum lanes and 4-foot minimum shoulders per the Kittitas County Standard Plans. This roadway section can be reduced to minimum widths per Kittitas County Code (see **Appendix L**).



200 ft

Location A: Exit 52 Area

Area Limits	SR 906: NF-9041 to Summit West
Jurisdiction	WSDOT, King County
Land Use Context	Access to downhill skiing, trailheads
Speed Limit	SR 906: 35 mph
AADT	2,500*

Proposed Countermeasures

A series of countermeasures were proposed for the Exit 52 area to address both collision-related and non-collision-related concerns, as illustrated in **Figure 26**. Highlighted items are **FHWA Proven Safety Countermeasures**.

Cost Estimates

Approximate planning-level costs for each countermeasure are outlined below:

Table 3. Location A - Cost Estimates of Proposed Countermeasures

Countermeasure	Application	Crash reduction factor†	Cost level‡
Shared Use Path	Corridor	Not available	\$\$
Roundabout	Intersection	82%	\$\$\$\$

Source: SCJ, 2025.

It is important to note that due to snow-plow activity within the Snoqualmie Pass area, recessed plastic pavement markings are recommended for channelization. Sufficient budget must be allocated for renewing pavement markings for the proposed solutions to be effective.

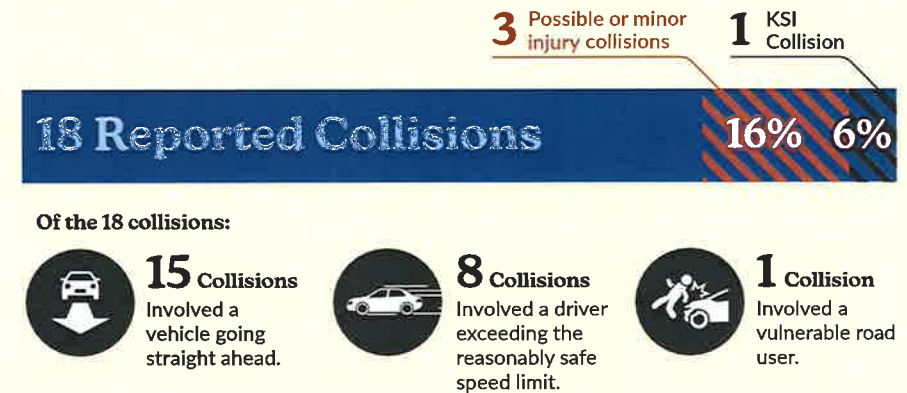
* Washington Spatial Data portal, WSDOT – Traffic Counts (AADT) Current map, <https://gisdata.wsdot.opendata.arcgis.com/datasets/wsdot-traffic-counts-aadt-current/explore?location=47.417989%2C-121.409286%2C16.35>

† CRFs are approximated based on the data provided by the FHWA Proven Safety Countermeasures.

‡ Costs are based on a preliminary engineer's estimate of magnitude.

Collision History

Between 2014 and 2023, there were 18 reported collisions in and adjacent to this priority area, including one KSI collisions and three possible or minor injury collisions. Of these 18 collisions, 15 collisions involved a vehicle going straight ahead, while eight collisions involved a driver exceeding the reasonably safe speed limit. One collision involved a vulnerable road user.



Non-Collision Concerns

Additional concerns were identified in this area through public comments, stakeholder feedback, and observation by the County and consultants. Concerns include:

- **Congestion** on Exit 52 E off-ramp.
- **Intersection confusion** due to signs that are out of sight, sight distance issues, unclear pavement markings, and size of the intersection.
- **Lack of pedestrian connectivity** between Summit West and Alpentel.
- **Wide roadway is challenging** for pedestrians to cross, encourages illegal parking, and encourages high speeds.

B

Corridor Improvement

SR 906, North of Intersection with Yellowstone Road

Add a shared use path to provide non-motorized transportation alternatives. This aligns with **walkway and bicycle lane** FHWA proven safety countermeasures and provides pedestrians and cyclists with a dedicated space that reduces their interactions with vehicles.

- Connect Yellowstone Road to Summit West (0.5 miles).
- Provide local non-motorized trail connectivity between Alpental and Lake Keechelus.

Reconfigure the roadway to reduce the roadway cross section to match local rural access road standards approaching the intersection of Yellowstone Road.

Reconfigure the roadway to ease congestion, incorporate pedestrian walkways, and separate parking from through traffic.

- A left-turn pocket on SR 906 NB would provide access to the parking lane.
- Narrowing the width of the travelled way for through traffic will provide traffic calming and help reduce speeds along the corridor.
- Exiting the parking lane, drivers would be encouraged to use Exit 53 to access I-90.
- Consider snow storage and plowing operations in selection of roadway section.

Reduce the speed limit to reflect appropriate speeds for the reconfigured roadway.

Install **lighting** to improve roadway visibility at night.

Crossing Treatment

Mid-block Crossings Between Yellowstone Road and I-90 Exit 52 Off-ramp

Add designated pedestrian crossings at the locations shown in Location B to connect pedestrians to businesses on either side of the roadway.

Install **Rectangular Rapid Flashing Beacons (RRFBs)** in combination with the new crosswalks to provide advanced warning of the crossing locations and make drivers aware of pedestrians within the crossings.

Add **crosswalk visibility enhancements** to reduce conflicts between pedestrians and drivers such as pedestrian **lighting**, pavement markings, and signage.

Figure 27. Location B Safety Improvements

Sources: Fehr & Peers, 2025; Aerial provided courtesy of Google Earth.

- Near-term/Mid-term Project
- Long-term Project

Corridor Improvement

Alternate Truck Rest Stop Area

Redevelop the public agency-owned parcel adjacent to the Travelers Rest rest-stop to accommodate truck parking (estimated seven additional truck parking spaces).

As a long-term solution, construct a new truck stop along I-90.

Intersection Treatments

No intersection improvements are proposed as a part of this project area.

250 ft

Location B: Summit West Area

Area Limits	SR 906: Yellowstone Road to Summit West
Jurisdiction	WSDOT
Land Use Context	Summit West, downhill skiing, vacation rentals, restaurants, and hotels
Speed Limit	SR 906: 35 mph
AADT	2,700*

Proposed Countermeasures

A series of countermeasures were proposed for the Summit West area to address both collision-related and non-collision-related concerns, as illustrated in **Figure 27**. Items in bold are **FHWA Proven Safety Countermeasures**.

Cost Estimates

Approximate planning-level costs for each countermeasure are outlined below:

Table 4. Location B - Cost Estimates of Proposed Countermeasures

Countermeasure	Application	Crash reduction factor†	Cost level‡
Shared Use Path	Corridor	Not available	\$\$\$
Roadway Reconfiguration	Corridor	Not available	\$\$\$
Speed Limit Reduction	Corridor	Not available	\$
Roadway Lighting	Corridor	28%	\$
Truck Stop	Off-street	Not available	\$\$\$\$
Pedestrian Hybrid Beacon	Crossing	55%	\$
Crosswalk Lighting	Crossing	40%	\$
Crosswalk Lighting	Crossing	40%	\$

Source: SCJ, 2025.

It is important to note that due to snow-plow activity within the Snoqualmie Pass area, recessed plastic pavement markings are recommended for channelization. Sufficient budget must be allocated for renewing pavement markings for the proposed solutions to be effective.

* Washington Spatial Data portal, WSDOT – Traffic Counts (AADT) Current map, <https://gisdata-wsdata.opendata.arcgis.com/datasets/wsdot-traffic-counts-aadt-current/explore?location=47.417989%2C-121.409286%2C16.35>

† CRFs are approximated based on the data provided by the FHWA Proven Safety Countermeasures.

‡ Costs are based on a preliminary engineer's estimate of magnitude.

Collision History

Between 2014 and 2023, there were three reported collisions in this priority area. Of these three collisions, all were related to parking, and two collisions involved vehicle backing. One collision resulted in a possible or minor injury, and all were vehicle-only collisions.

1 Possible or minor injury collision

3 Reported Collisions

33%

Of the 3 collisions:



All

Were related to parking.



2 Collisions

Involved vehicle backing.



All

Were vehicle-only collisions.

Non-Collision Concerns

Additional concerns were identified in this area through public comments, stakeholder feedback, and observation by the County and consultants. Concerns include:

- **Lack of pedestrian connectivity** between businesses on either side of SR 906.
- **Width of roadway makes it challenging for pedestrians** to cross, and parking is inefficient.
- **Driver confusion** caused by unclear pavement markings and unclear access points to businesses.
- **Trucks parked in roadway limit sight distance** for people pulling out of driveways and reduce available parking for people patronizing area businesses.
- **Friction and conflicts between vehicles** parked along roadway and vehicles in travel lane and pedestrians in roadway create congestion along SR 906.
- **High vehicle speeds during summer** when congestion is reduced and roadways are clear.
- **Lack of access to I-90 EB** from Exit 52 leads to driver confusion.



Intersection Improvement

Intersection of SR 906 & Yellowstone Road

Implement a **dedicated left-turn lane** on SR 906 SB toward the I-90 EB and WB on-ramps to address congestion at peak times.

Implement a **dedicated right-turn lane** on SR 906 NB toward the I-90 EB and WB on-ramps to address congestion at peak times.

Install **lighting** to make the intersection more visible at night. For a popular winter destination, ice on the roadway can limit stopping sight distances and make approaching the intersection dangerous. Lighting provides advanced warning of a congested area as well as makes the intersection safer for drivers and pedestrians.

Reconfigure the roadway to reduce the intersection width and decrease sign distance from roadway.

Reduce the shoulder outside of the minimum pavement area to discourage parking and provide additional snow storage. **Apply low-cost countermeasures at stop-controlled intersections.** Treatments could include:

- Stop bars at existing stop sign locations.
- Advanced warning signs ("Stop Ahead", W3-1).
- Oversized stop signs.



Intersection Improvement

Landscape or hardscape buffer

0.5 mi to Summit West

0.6 mi to Summit Central

Fire Station

Intersection Improvement

Intersection of SR 906 & Yellowstone Road

Construct a **roundabout** as a long-term solution to illuminate confusion at the existing tee-intersection and provide a continuous flow of traffic to reduce congestion.

Intersection of I-90 EB Off-ramp & Yellowstone Road

As a long-term solution, restrict left-turn movements from the EB I-90 off-ramp to reduce the length of backups on the off-ramp extending to mainline I-90. Removing cars waiting to take a left-turn could allow drivers to turn right in less time from the EB off ramp and use the roundabout at SR 906 & Yellowstone Road to travel east on Yellowstone Road.

Intersection Improvement

Figure 28. Location C Safety Improvements

Sources: Fehr & Peers, 2025; Aerial provided courtesy of Google Earth.

- Near-term/Mid-term Project
- Long-term Project

CORRIDOR IMPROVEMENTS

Corridor improvements approaching Yellowstone Road along SR 906 are addressed in the **Location D: Summit Central** and **Location G: Summit West**.

CROSSING TREATMENTS

There are no pedestrian or cyclist facilities in this area that would necessitate crossing treatments.

200 ft



Location C: Exit 53 Area

Area Limits	Intersection of SR 906 & Yellowstone Road
Jurisdiction	WSDOT
Land Use Context	Access to downhill skiing, vacation rentals, restaurants, and hotels
Speed Limit	SR 906: 35 mph, Yellowstone Road: 25 mph
AADT	2,700 (SR 906 southbound), 2,700 (SR 906 northbound)*

Proposed Countermeasures

A series of countermeasures were selected for the Exit 53 area to address both collision-related and non-collision-related concerns, as illustrated in **Figure 28**. Items in bold are **FHWA Proven Safety Countermeasures**.

Cost Estimates

Approximate planning-level costs for each countermeasure are outlined below:

Table 5. Location C - Cost Estimates of Proposed Countermeasures

Countermeasure	Application	Crash reduction factor†	Cost level‡
Dedicated Turning Lanes	Intersection	25-48%	\$-\$\$\$\$
Roadway Lighting	Intersection	42%	\$
Roadway Reconfiguration	Intersection	Not available	\$-\$\$\$\$
Systematic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections	Intersection	19%	\$
Roundabout	Intersection	82%	\$\$\$\$\$

Source: SCJ, 2025.

It is important to note that due to snow-plow activity within the Snoqualmie Pass area, recessed plastic pavement markings are recommended for channelization. Sufficient budget must be allocated for renewing pavement markings for the proposed solutions to be effective.

* Washington Spatial Data portal, WSDOT – Traffic Counts (AADT) Current map, <https://gisdata.wsdot.opendata.arcgis.com/datasets/wsdot-traffic-counts-aadt-current/explore?location=47.417989%2C-121.409286%2C16.35>

† CRFs are approximated based on the data provided by the FHWA Proven Safety Countermeasures.

‡ Costs are based on a preliminary engineer's estimate of magnitude.

Collision History

Between 2014 and 2023, there were 22 reported collisions in this priority area. Of these 22 collisions, 17 collisions were intersection-related, while 12 collisions involved a driver exceeding the reasonably safe speed limit. Four collisions resulted in a possible or minor injury. Two involved a vulnerable road user.

4 Possible or minor injury collisions

22 Reported Collisions

18%

Of the 22 collisions:



17 Collisions
Were intersection-related



12 Collisions
Involved a driver exceeding the reasonably safe speed limit.



2 Collisions
Involved a vulnerable road user.

Non-Collision Concerns

Additional concerns were identified in this area through public comments, stakeholder feedback, and observation by the County and consultants. Concerns include:

- **Congestion** on Exit 53 off-ramp.
- **Intersection confusion** due to signs that are out of sight, limited sight distance, unclear pavement markings, and size of the intersection.
- **Limited space** due to spacing between on-/off-ramps and SR 906/Yellowstone Road intersection.
- **Lack of pedestrian connectivity** between Summit Central and Summit West, connecting summer and winter ski lift users to local restaurants and businesses.

D

Crossing Treatment

Summit Central

Install a re-painted crosswalk to provide a crossing for pedestrians between private parking lots and pedestrian destinations.

Install a **Pedestrian Hybrid Beacon (PHB)** or other actuated pedestrian signal to replace the existing crossing beacon and provide additional advanced warning of the crossing location.

Implement **pedestrian push buttons** to allow pedestrians to actively indicate the need to cross the roadway. Signal timing can be evaluated to minimize delays and improve traffic flow.

Install pedestrian lighting, pavement markings, and signage to enhance the **visibility of the crosswalk**. This will show drivers where to stop to provide sufficient stopping distance.

Corridor Improvement

SR 906, West of Summit Central to Yellowstone Road

Add a shared use path to provide non-motorized transportation alternatives. This aligns with the **walkway and bicycle lane** proven safety countermeasures and provides pedestrians and cyclists with a dedicated space that reduces their interactions with vehicles.

- Connect Summit Central to Yellowstone Road (0.6 miles).
- Provide local non-motorized trail connectivity between Alpentail and Lake Keechelus.

Figure 29. Location D Safety Improvements

Sources: Fehr & Peers, 2025; Aerial provided courtesy of Google Earth.

- Near-term/Mid-term Project
- Long-term Project

Corridor Improvement

SR 906, Summit Central Area

Reconfigure the roadway to ease congestion, incorporate pedestrian walkways, and separate parking from through traffic.

- Narrowing the width of the travelled way for through traffic will provide traffic calming and help limit speeds along the corridor.
- Access to the parking lane would be from the north only (from Exit 53) and encourage drivers to use Exit 54 to access I-90 upon leaving.
- Consider snow storage and plowing operations in selection of roadway section.

Reduce the speed limit to reflect appropriate speeds for the reconfigured roadway.

Implement congestion warning signs approaching Summit Central from either direction as part of a **systemic application of low-cost countermeasures**.

Intersection Treatments

No intersection improvements are proposed as a part of this project area.

Location D: Summit Central Area

Area Limits	SR 906: Summit Central to Yellowstone Road
Jurisdiction	WSDOT
Land Use Context	Summit Central, downhill skiing
Speed Limit	SR 906: 35 mph
AADT	Not available

Proposed Countermeasures

A series of countermeasures were selected for the Summit Central area to address both collision-related and non-collision-related concerns, as illustrated in Figure 29. Items in bold are **FHWA Proven Safety Countermeasures**.

Cost Estimates

Approximate planning-level costs for each countermeasure are outlined below:

Table 6. Location D - Cost Estimates of Proposed Countermeasures

Countermeasure	Application	Crash reduction factor*	Cost level†
Shared Use Path	Corridor	Not available	\$\$\$
Roadway Reconfiguration	Corridor	Not available	\$\$\$\$\$
Speed Limit Reduction	Corridor	Not available	\$
Advance warning signs and/or pavement markings for crosswalk	Corridor	42%	\$\$
Pedestrian Hybrid Beacon	Crossing	55%	\$\$
Crosswalk Lighting	Crossing	40%	\$\$
Crosswalk Lighting	Crossing	40%	\$\$

Source: SCJ, 2025.

It is important to note that due to snow-plow activity within the Snoqualmie Pass area, recessed plastic pavement markings are recommended for channelization. Sufficient budget must be allocated for renewing pavement markings for the proposed solutions to be effective.

* CRFs are approximated based on the data provided by the FHWA Proven Safety Countermeasures.

† Costs are based on a preliminary engineer's estimate of magnitude.

Collision History

Between 2014 and 2023, there were seven reported collisions in and adjacent to this priority area, including two KSI collisions. Of these seven collisions, six collisions involved a vehicle going straight ahead. Two collisions involved a parked vehicle. All were vehicle-only collisions.



Non-Collision Concerns

Additional concerns were identified in this area through public comments, stakeholder feedback, and observation by the County and consultants. Concerns include:

- **Pedestrians crossing to Summit Central** because parking area is separated from Summit Central by SR 906, resulting in frequent crossings of the highway to access the ski area.
- **Existing crosswalk beacon is not effective** because it lacks a pedestrian push button on the west side of the highway and lacks advanced warning for drivers.
- **Congestion along SR 906** due to conflicts between vehicles parked along roadway and vehicles in travel lane, pedestrians in roadway to access ski area, and a continuous flow of pedestrian crossing causing traffic backups.
- **High speeds along SR 906** during summer when congestion is reduced and roadways are clear.

E

Figure 30. Location E Safety Improvements

Sources: Fehr & Peers, 2025; Aerial provided courtesy of Google Earth.

— Near-term/Mid-term Project
— Long-term Project

Crossing Treatment

Intersection of SR 906 & Tanner Way

Install reflective crosswalk markings (such as bar pairs, continental, or ladder) to act as **crosswalk visibility enhancements** to reduce conflicts between pedestrians and drivers, as the curvature of the roadway reduces the visibility at the crossing location.

Install pedestrian-scale lighting in advance of the crossing.

Install a **Rectangular Rapid Flashing Beacon (RRFB)** to provide advanced warning of the crossing location and make drivers aware of pedestrians within the crossing.

Intersection Improvement

Intersection of SR 906 & Tanner Way

Implement **corridor access management** to improve traffic flow into and out of private parking lots. By defining entrances and exits, roadway users can know where to expect cars to be.

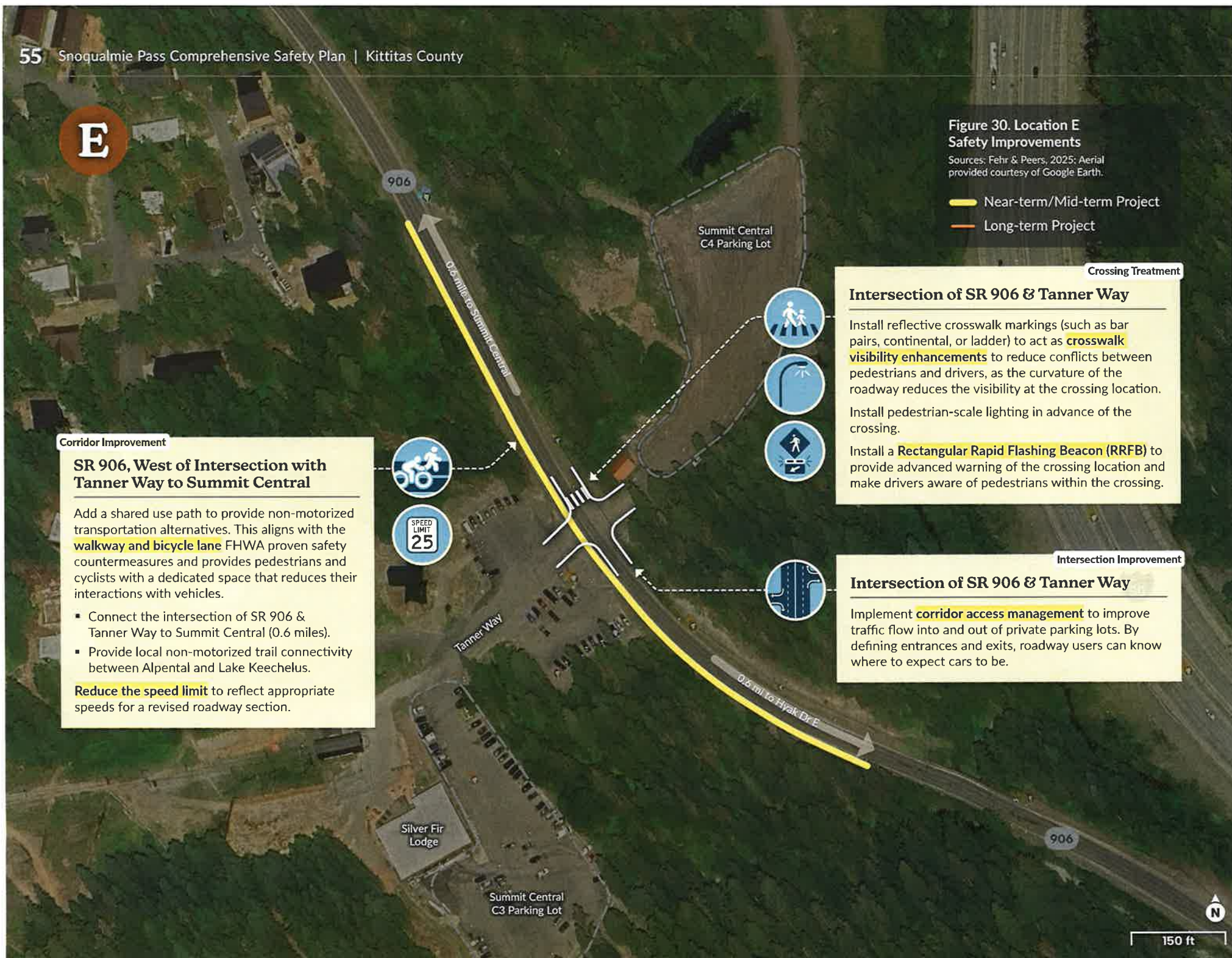
Corridor Improvement

SR 906, West of Intersection with Tanner Way to Summit Central

Add a shared use path to provide non-motorized transportation alternatives. This aligns with the **walkway and bicycle lane** FHWA proven safety countermeasures and provides pedestrians and cyclists with a dedicated space that reduces their interactions with vehicles.

- Connect the intersection of SR 906 & Tanner Way to Summit Central (0.6 miles).
- Provide local non-motorized trail connectivity between Alpental and Lake Keechelus.

Reduce the speed limit to reflect appropriate speeds for a revised roadway section.



Location E: Silver Fir Area

Area Limits	SR 906: Tanner Way to Summit Central
Jurisdiction	WSDOT
Land Use Context	Access to downhill skiing, snow tubing, mountain bike park, and vacation rentals
Speed Limit	SR 906: 35 mph
AADT	Not available

Proposed Countermeasures

A series of countermeasures were selected for the Silver Fir area to address both collision-related and non-collision-related concerns, as illustrated in **Figure 30**. Items in bold are **FHWA Proven Safety Countermeasures**.

Cost Estimates

Approximate planning-level costs for each countermeasure are outlined below:

Table 7. Location E - Cost Estimates of Proposed Countermeasures

Countermeasure	Application	Crash reduction factor*	Cost level†
Shared Use Path	Corridor	Not available	\$\$\$
Speed limit reduction	Corridor	Not available	\$
Access Management	Intersection	Not available	\$\$
Crosswalk pavement markings	Crossing	40%	\$
Pedestrian lighting	Crossing	42%	\$\$
RRFB	Crossing	47%	\$\$

Source: SCJ, 2025.

It is important to note that due to snow-plow activity within the Snoqualmie Pass area, recessed plastic pavement markings are recommended for channelization. Sufficient budget must be allocated for renewing pavement markings for the proposed solutions to be effective.

* CRFs are approximated based on the data provided by the FHWA Proven Safety Countermeasures.

† Costs are based on a preliminary engineer's estimate of magnitude.

Collision History

Between 2014 and 2023, there were five reported collisions in this priority area. Of these five collisions, three occurred when a vehicle was traveling straight ahead, and two were parking related. One collision resulted in a possible or minor injury, and all were vehicle-only collisions. Four collisions occurred on an icy roadway surface. Two collisions were single-vehicle crashes where drivers collided into a snowbank.

1 Possible or minor injury collision



Of the 5 collisions:



3 Collisions
Involved a vehicle going straight ahead.



2 Collisions
Were parking-related.



All
Were vehicle-only collisions.



4 Collisions
Occurred on an icy roadway surface.



2 Collisions
Were single-vehicle collisions where drivers collided into a snowbank.

Non-Collision Concerns

Additional concerns were identified in this area through public comments, stakeholder feedback, and observation by the County and consultants. Concerns include:

High speeds:

- Curvature of roadway limits stopping sight distance at higher speeds.

Pedestrian Circulation:

- Lack of pedestrian access throughout corridor.

Pedestrian crossing at Tanner Way:

- Private parking lot is separated from the Silver Fir Lodge by SR 906, resulting in frequent crossings of the highway for lift access for skiing and mountain biking.
- Crosswalk striping is not visible.
- Crossing signs are not up to current standards.

F

Corridor Improvement

SR 906 Spur, East of Intersection with Hyak Drive E

Add a shared use path to provide non-motorized transportation alternatives. This aligns with the **walkway and bicycle lane** proven safety countermeasures and provides pedestrians and cyclists with a dedicated space that reduces their interactions with vehicles.

- Connect the intersection of SR 906 & Hyak Drive E to the Palouse to Cascades Trail (approximately 0.2 miles). This would provide an additional recreational element, and connect pedestrians and cyclists to an extensive trail system that crosses the state, local destinations like Lake Keechelus and the Hyak Snow Park.
- Provide local non-motorized trail connectivity between Alpentel and Lake Keechelus.

Corridor Improvement

SR 906, West of Intersection with Hyak Drive E

Add a shared use path to provide non-motorized transportation alternatives. This aligns with the **walkway and bicycle lane** proven safety countermeasures and provides pedestrians and cyclists with a dedicated space that reduces their interactions with vehicles.

- Connect the intersection of SR 906 & Hyak Drive E to Tanner Way (0.6 miles).

Kendall Peak
Lake Trailhead

0.2 mi

906

WSDOT
Parking LotOn-ramp
Off-ramp

Lake Mardee Rd



**Figure 31. Location F
Corridor Improvements**

Sources: Fehr & Peers, 2025; Aerial provided courtesy of Google Earth.

- Near-term/Mid-term Project
- Long-term Project

Corridor Improvement

SR 906, North of Intersection with Hyak Drive E to Lake Mardee Road

Reduce the gravel shoulder outside of the pavement area to discourage parking and provide additional snow storage.

Convert the excess paved shoulder to shared use path. This aligns with the **walkway or bicycle lane** proven safety countermeasures and provides a dedicated space for non-motorized usage.

Connect to Kendall Peak Lakes Trail, allowing summer overflow to share Summit East parking lots (requires additional coordination with private parking lot owners).

SR 906 is classified as a County Rural Arterial per the Kittitas County Code and should consist of 12-foot minimum lanes and 4-foot minimum shoulders per the Kittitas County Standard Plans. This roadway section can be reduced to the minimum widths in order to match local rural access road standards approaching the intersection of Hyak Drive E (see **Appendix L**).

SR 906 SPUR

0.2 mi

0.6 mi to Tanner Way

Hyak Dr E

906



150 ft

**Figure 32. Location F
Intersection Improvements**

Sources: Fehr & Peers, 2025; Aerial provided courtesy of Google Earth.

- Near-term/Mid-term Project
- Long-term Project

F

Intersection Improvement

Intersection of I-90 EB off-ramp & SR 906

As a long-term solution, restrict left-turn movements from the I-90 off-ramp and require drivers to use the roundabout crossing treatments.

Intersection Improvement

Landscape or hardscape buffer

Intersection Improvement

Intersection of SR 906 & Hyak Drive E

Implement a **dedicated left-turn lane** on SR 906 EB toward the I-90 EB and WB on-ramps to address congestion at peak times.

Install **lighting** to make the intersection more visible at night. For a popular winter destination, ice on the roadway can limit stopping sight distances and make approaching the intersection dangerous. Lighting provides advanced warning of a congested area.

Reconfigure the roadway to reduce the intersection width and decrease sign distance from the roadway.

Systematically apply multiple low-cost countermeasures at stop-controlled intersections. Treatments include:

- Stop bars at existing stop sign locations
- Advanced warning signs, including "Stop Ahead" (W3-1) and Cross Traffic Does Not Stop" signs (W4-4P)
- Oversized stop signs.

Construct a **roundabout** as a long-term solution to alleviate confusion with the existing 2-way stop and provide a continuous flow of traffic to reduce congestion.



Location F: Exit 54 Area

Area Limits	SR 906: Hyak Drive E to Lake Mardee Road, and SR 906 Spur
Jurisdiction	WSDOT
Land Use Context	Access to downhill skiing, vacation rentals, boat launch, trailheads
Speed Limit	SR 906: 35 mph, Hyak Drive E: 20 mph
AADT	Not available

Proposed Countermeasures

A series of countermeasures were selected for the Exit 54 area to address both collision-related and non-collision-related concerns, as illustrated in **Figures 31, 32, and 33**. Items in bold are **FHWA Proven Safety Countermeasures**.

Cost Estimates

Approximate planning-level costs for each countermeasure are outlined below:

Table 8. Location F - Cost Estimates of Proposed Countermeasures

Countermeasure	Application	Crash reduction factor [*]	Cost level [†]
Shared Use Path	Corridor	Not available	\$\$\$\$
Roadway Reconfiguration	Corridor	Not available	\$
Dedicated left-turn lane	Intersection	25-48%	\$
Systematic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections	Intersection	19%	\$
Roundabout	Intersection	82%	\$\$\$\$\$
Roadway Lighting	Intersection	42%	\$
Crosswalk	Crossing	-	\$

Source: SCJ, 2025.

It is important to note that due to snow-plow activity within the Snoqualmie Pass area, recessed plastic pavement markings are recommended for channelization. Sufficient budget must be allocated for renewing pavement markings for the proposed solutions to be effective.

* CRFs are approximated based on the data provided by the FHWA Proven Safety Countermeasures.

† Costs are based on a preliminary engineer's estimate of magnitude.

Collision History

Between 2014 and 2023, there were seven reported collisions in this priority area. Of these seven collisions, four collisions were intersection-related. Two collisions resulted in a possible or minor injury, and all were vehicle-only collisions.

2 Possible or minor injury collisions

7 Reported Collisions

29%

Of the 7 collisions:



4 Collisions
Were intersection-related.



All
Were vehicle-only collisions.

Non-Collision Concerns

Additional concerns were identified in this area through public comments, stakeholder feedback, and observation by the County and consultants. Concerns include:

- **Congestion** on Exit 54 E off-ramp.
- **Intersection confusion** due to signs that are out of sight, unclear pavement markings, and size of intersection.
- **Limited space** between on/off ramps and SR 906/Hyak Drive E intersection.
- **Ice on the roadway** limits stopping sight distance.
- **Vehicle and pedestrian conflicts.** Lack of pedestrian access to Lake Keechelus and overflow parking from Summit East along SR 906 Spur put pedestrians in the roadway.

G

Figure 34. Location G
Safety ImprovementsSources: Fehr & Peers, 2025; Aerial
provided courtesy of Google Earth.

- Near-term/Mid-term Project
- Long-term Project

Intersection Improvement

**Intersection of Hyak Drive
East & Snoqualmie Drive**

Systematically apply multiple low-cost countermeasures at stop-controlled intersections. Treatments include:

- Stop bars at existing stop sign locations
- Advanced warning signs, including "Stop Ahead" (W3-1)
- Improve corner radii in accordance with Kittitas County Code 12.04.04.070

Install a **mini-roundabout or traffic circle** to provide traffic calming and a continuous flow of traffic, particularly during peak periods.

Snoqualmie Drive is classified as a Rural Local Access road per the Kittitas County Code and should consist of 12-foot minimum lanes and 2-foot minimum shoulders per the Kittitas County Standard Plans. This roadway section can be reduced to minimum widths per Kittitas County Code (see **Appendix L**).

Corridor Improvement

**Hyak Drive E, South of
Intersection with SR 906**

Implement corridor access management to improve traffic flow into and out of private parking lots. By defining the entrances and exits, roadway users can know where to expect cars.

Add walkways to provide dedicated pedestrian routes to key destinations.

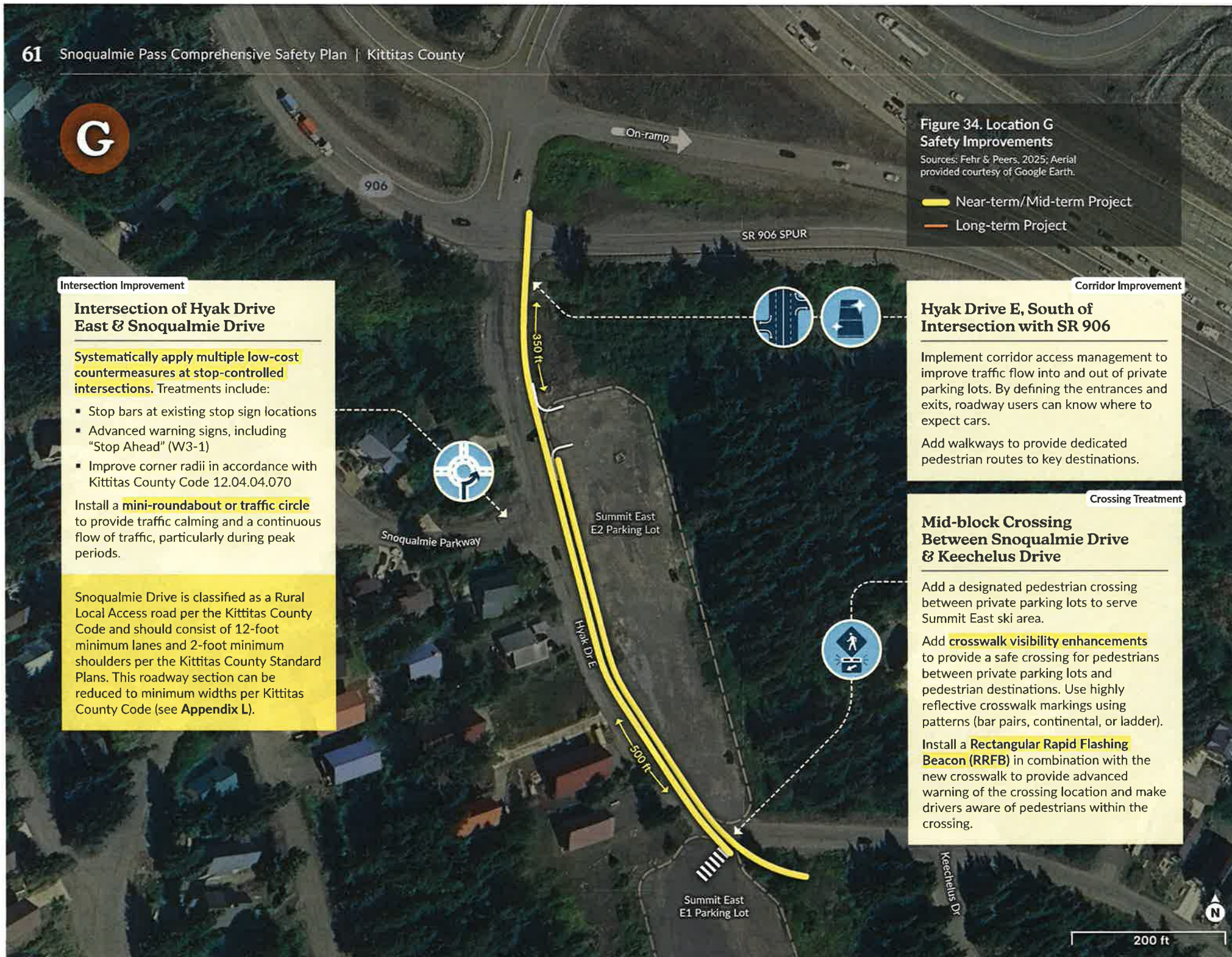
Crossing Treatment

**Mid-block Crossing
Between Snoqualmie Drive
& Keechelus Drive**

Add a designated pedestrian crossing between private parking lots to serve Summit East ski area.

Add **crosswalk visibility enhancements** to provide a safe crossing for pedestrians between private parking lots and pedestrian destinations. Use highly reflective crosswalk markings using patterns (bar pairs, continental, or ladder).

Install a **Rectangular Rapid Flashing Beacon (RRFB)** in combination with the new crosswalk to provide advanced warning of the crossing location and make drivers aware of pedestrians within the crossing.



Location G: Summit East Area

Area Limits	Hyak Drive E: SR 906 to Keechelus Drive
Jurisdiction	Kittitas County
Land Use Context	Summit East, downhill skiing, vacation rentals
Speed Limit	Hyak Drive E: 20 mph, Snoqualmie Drive: 35 mph
AADT	Not available*

Proposed Countermeasures

A series of countermeasures were selected for the Hyak Drive East from SR 906 to Keechelus Drive to address both collision-related and non-collision-related concerns, as illustrated in **Figure 34**. Items in bold are **FHWA Proven Safety Countermeasures**.

Cost Estimates

Approximate planning-level costs for each countermeasure are outlined below:

Table 9. Location G - Cost Estimates of Proposed Countermeasures

Countermeasure	Application	Crash reduction factor†	Cost level‡
Access Management	Corridor	Not available	\$\$
Sidewalks	Corridor	65-89%	\$\$
Roadway Reconfiguration	Corridor	Not available	\$
Systematic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections	Intersection	19%	\$
Mini-Roundabout	Intersection	82%	\$\$\$
Crosswalk	Crossing	40%	\$
RRFB	Crossing	47%	\$\$

Source: SCJ, 2025.

It is important to note that due to snow-plow activity within the Snoqualmie Pass area, recessed plastic pavement markings are recommended for channelization. Sufficient budget must be allocated for renewing pavement markings for the proposed solutions to be effective.

* AADT information is not available for local County roads.

† CRFs are approximated based on the data provided by the FHWA Proven Safety Countermeasures.

‡ Costs are based on a preliminary engineer's estimate of magnitude.

Collision History

Between 2014 and 2023, there were eight reported collisions in this priority area. Of these eight collisions, four collisions were intersection-related. Three collisions resulted in a possible or minor injury, and all were vehicle-only collisions.



Non-Collision Concerns

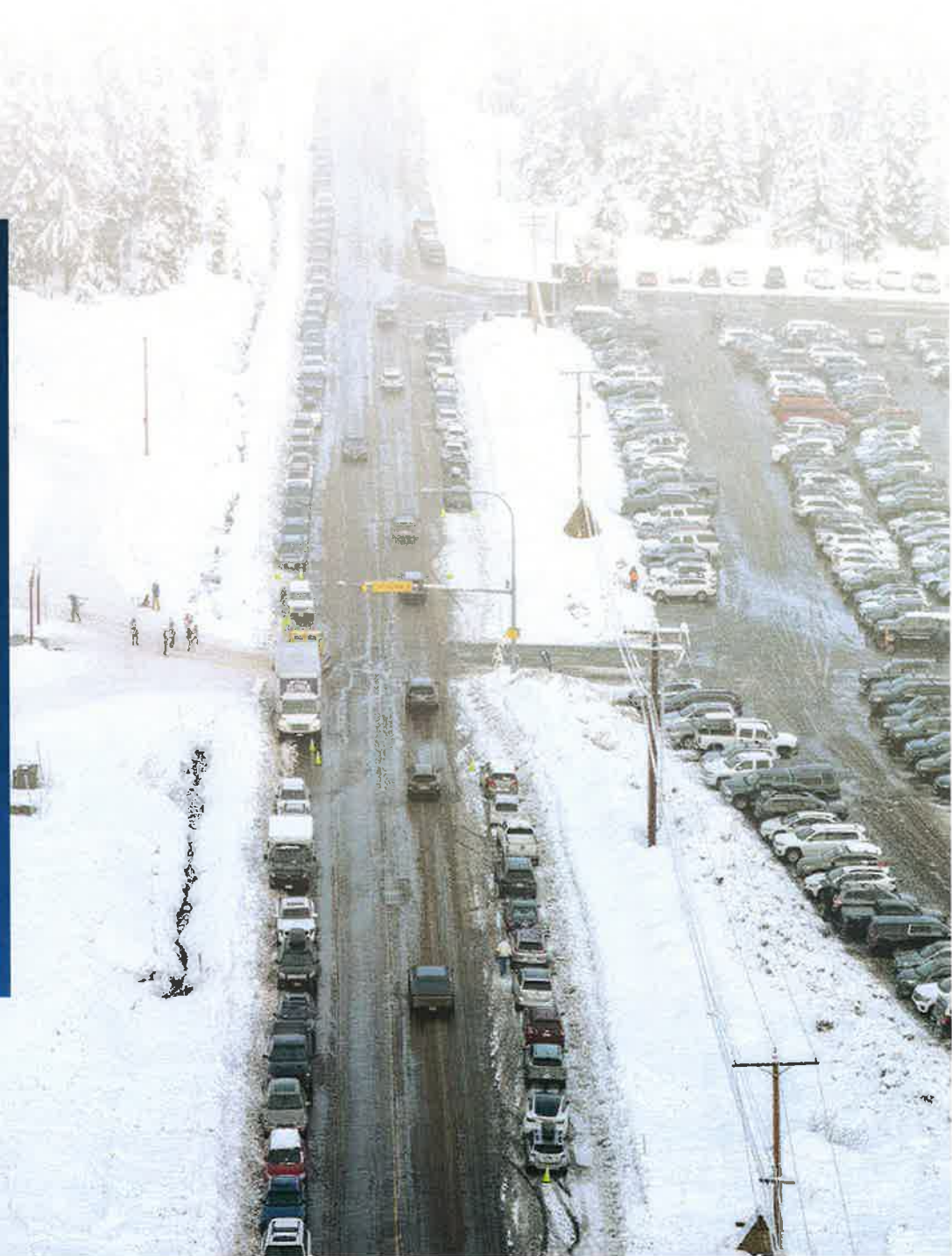
Additional concerns were identified in this area through public comments, stakeholder feedback, and observation by the County and consultants. Concerns include:

- **School bus stop** at the intersection of Hyak Drive E & Snoqualmie Drive.
- **Intersection confusion** due to signs that are out of sight, unclear pavement markings, and size of intersection.
- **Overflow from private parking** lots onto Hyak Drive E.
- **Vehicle and pedestrian conflicts for access to Summit East.** For example, private parking lots are divided by Hyak Drive E, resulting in pedestrians walking down the roadway to access the ski area.
- **High speeds** along Hyak Drive E.

Long-Term Strategies to Improve Community Mobility and Access

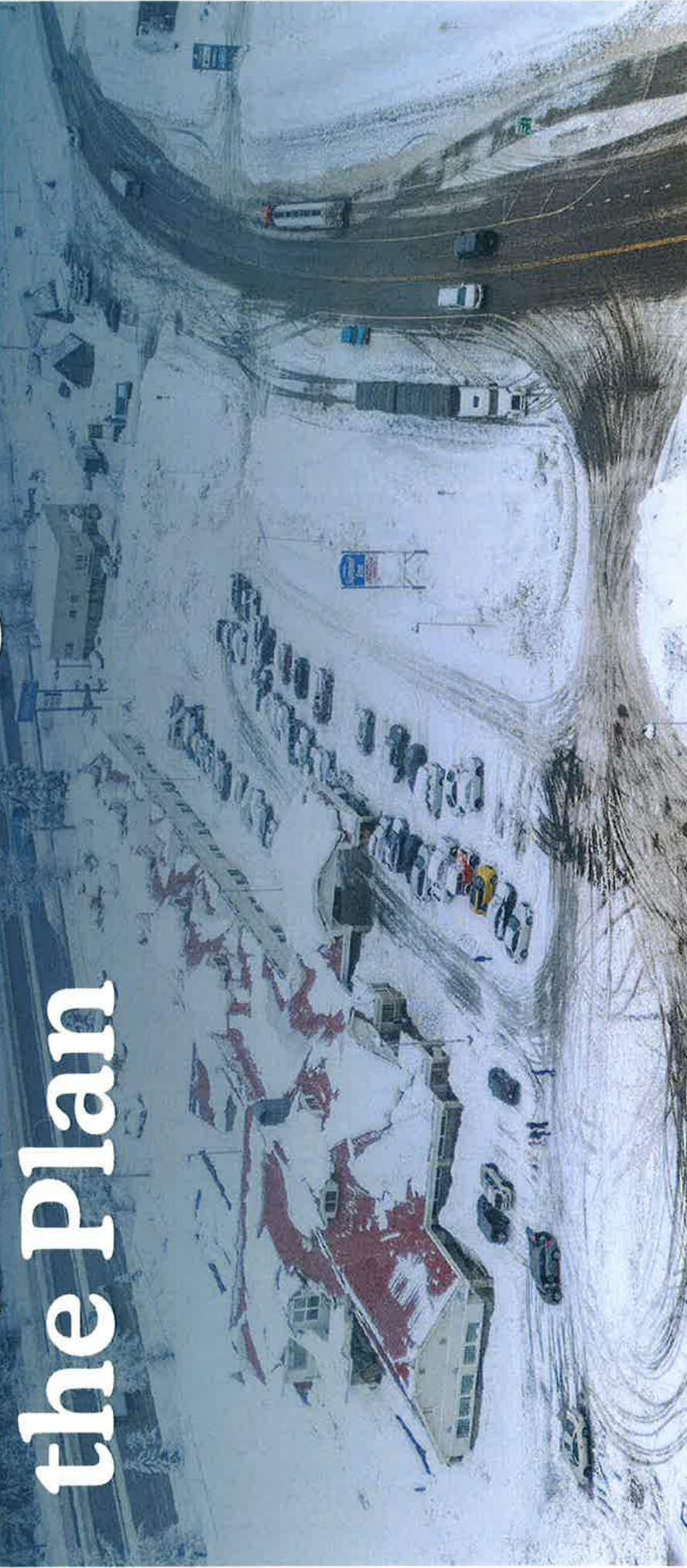
In addition to the priority location improvements described above, the stakeholder group supports more transformative improvements that would greatly improve community mobility and access in Snoqualmie Pass.

Chief among these more transformative improvements include the construction of an I-90 frontage road that would serve as an alternative to SR 906 and construction of a parking structure that could increase parking supply in a more efficient manner and potentially spur economic development in the Pass area. These ideas transcend the types of treatments typically identified in an SS4A application, but they are major infrastructure enhancements that would transform community mobility and access in Snoqualmie Pass and could reinforce the multimodal safety treatments outlined in this plan.



Chapter 5

Implementing the Plan



Action Plan

This chapter outlines the strategies and actions to improve safety in Snoqualmie Pass, along with steps for successful implementation and a framework for monitoring and evaluating progress.

The following safety action plan (**Table 10**) presents strategies and actions that can be taken to advance safety goals into policies, programs, and operations in Snoqualmie Pass. This action plan was discussed with the public and stakeholders during the public meeting on May 1st, 2025. Grounded in the Safe System Approach and proven safety countermeasures,^{*} these recommendations reflect best practices from across North America and beyond.

Recommended actions are classified by implementation cost and timeline.

Cost



Low cost and minimal staff resources required to implement.



Moderate cost and staff resources required to implement.



High cost and significant staff resources required to implement.

Timeline

- **Near-Term:** Countermeasures to implement within one to three years, as resources allow.
- **Mid-Term:** Countermeasures to implement within four to seven years, as resources allow.
- **Long-Term:** Countermeasures to implement in eight or more years, as resources allow.



Key Recommendations Outlined in the Action Plan Include:

Near-Term

Encourage carpooling through winter travel incentives, expand shuttle services to Snoqualmie Pass during high-demand seasons, and apply quick-build strategies to rapidly deliver pedestrian and bicyclist safety improvements that can later be made permanent.

Mid-Term

Develop winter travel safety outreach and awareness campaigns for all travelers, promote roadway safety for all user types, construct targeted pedestrian safety enhancements such as shorter crossings, refuge islands, and countermeasures on multilane roads, and introduce photo enforcement and congestion monitoring on SR 906.

Long-Term

Establish public-private partnerships for parking garage and frontage road development, apply updated MUTCD guidance for context-sensitive speed limits, enhance visibility through lighting, raised intersections, and daylighted corners, increase and enforce parking restrictions in high-demand winter areas, and formalize interagency maintenance agreements between Kittitas County, King County, and WSDOT for roadway configurations.

^{*} <https://highways.dot.gov/safety/proven-safety-countermeasures>

Table 10. Safety Action Plan

Recommended Actions	Timeline	Estimated Cost	Agency or Partner
Introduce carpool incentives during winter travel to the ski resort.	Near-Term	  	▪ Kittitas County Public Works ▪ King County Metro ▪ Ski resort ▪ WSDOT
Incorporate quick build strategies and demonstration projects for rapid rollout of safety improvements for bicyclists and pedestrians. As funding becomes available, convert temporary improvements into higher quality, permanent improvements.	Near-Term	  	▪ Kittitas County Public Works ▪ WSDOT
Develop enhanced shuttle service to serve Snoqualmie Pass during high demand tourist seasons.	Near-Term	  	▪ Kittitas County Public Works ▪ King County Metro ▪ Ski Resort
Develop a targeted outreach program to educate and equip all travelers with the knowledge and resources needed for safe travel during snowy and winter conditions in Snoqualmie Pass.	Mid-Term	  	▪ Stakeholders ▪ Kittitas County Public Works
Launch comprehensive safety awareness campaigns targeted at motorists, motorcyclists, and active transportation users to promote safety for all travelers in Snoqualmie Pass.	Mid-Term	  	▪ Kittitas County Public Works ▪ WSP/Sheriff
Reduce pedestrian crossing distances by adjusting roadway configurations, reducing lane widths, and providing refuge islands, where appropriate.	Mid-Term	  	▪ Kittitas County Public Works ▪ WSDOT
Implement appropriate countermeasures to improve pedestrian crossings on multilane roads with higher speeds.	Mid-Term	  	▪ Kittitas County Public Works
Expand photo enforcement , including the use of cameras to monitor congestion conditions on SR 906, as allowed by state law and authorized by local code.	Mid-Term	  	▪ Kittitas County Public Works ▪ WSDOT ▪ WSP/Sheriff
Reference updated MUTCD guidance for setting appropriate speed limits depending on the context.	Long-Term	  	▪ Kittitas County Public Works ▪ WSDOT

Recommended Actions	Timeline	Estimated Cost	Agency or Partner
Increase road users' visibility through roadway designs that routinely include lighting, raised intersections, and daylighting corners that enhance yielding compliance.	Long-Term	\$ \$ \$	▪ Kittitas County Public Works ▪ WSDOT
Establish an ongoing public-private partnership for future parking garage development.	Long-Term	\$ \$ \$	▪ Stakeholders ▪ Kittitas County Public Works ▪ Ski Resort
Initiate ongoing public-private partnership for frontage road development that enhances multimodal access.	Long-Term	\$ \$ \$	▪ Stakeholders ▪ Kittitas County Public Works
Increase parking enforcement during peak travel times to address illegal or unsafe parking behaviors in high-demand areas.	Long-Term	\$ \$ \$	▪ Sheriff/WSP
Restrict parking on one side of SR 906 in front of Summit Central during the winter season to improve safety, visibility, and traffic flow for all road users.	Long-Term	\$ \$ \$	▪ Kittitas County Public Works ▪ WSDOT ▪ WSP/Sheriff ▪ Ski Resort
Develop maintenance agreements between Kittitas County, King County, and WSDOT for roadway configurations.	Long-Term	\$ \$ \$	▪ Stakeholders ▪ Kittitas County Public Works ▪ WSDOT

Source: Fehr & Peers, 2025.

Implementation

Defining projects, countermeasures, actions, and strategies is essential, but a coordinated implementation process is crucial to the success of this CSAP. Key considerations for effective implementation that align with SS4A grant requirements include:

Oversight and Accountability

Continue to meet with Stakeholder Group to help maintain sustained focus and success implementing projects and actions identified in the CSAP. This group could discuss delivery of projects, status of action items, and provide general support to advancing CSAP implementation.

Coordination and Partnerships

Provide regular updates on action plan progress and coordinating with key stakeholders and agency partners, such as local businesses, WSDOT, King County Metro, the Sheriff's Department and Washington State Patrol, and the Fire Department. Regular communication with agency partners helps create sustained support, creates opportunities to bundle safety projects or initiatives with other related ongoing efforts, and facilitates CSAP implementation.

Communication

Continued communication with stakeholders and community members through the advisory committee and regular community outreach builds trust and support for Snoqualmie Pass's safety goals. Strategies include communication across diverse challenges, publication of fact sheets on action plan progress, and regular public conversation on the topic of safety.

Phasing and Sequencing

To see meaningful progress in road safety performance, sustained commitment and investment is needed over different time horizons:

- **Near-term** implementation efforts may focus on successful completion of ongoing safety efforts and lower-cost improvements that can be constructed within three years.
- **Mid-term** implementation efforts may target larger and more comprehensive safety infrastructure and mobility projects and more complex programmatic efforts that require extensive cross-department collaboration from four to seven years.
- **Long-term** implementation efforts from eight years on may focus on initiating significant shifts in the Kittitas County's approach to planning and design incorporating the Safe System Approach and implementation of other capital improvements that enhance access and mobility.

Funding

Funding can be a major hurdle in CSAP implementation. Staying up to date on relevant grant opportunities and proactively pursuing grant funding for the most competitive projects can help overcome funding hurdles. Kittitas County and plan stakeholders can take advantage of a variety of regional, state, and federal funding sources to finance safety project planning, design, and construction for the Snoqualmie Pass area. Funding, including required matches, and resources generally must be available from the County to provide successful grant application. See **Table 11** for potential funding resources to consider.

Table 11. Transportation Safety Funding Sources

Program Name	Program Purpose
FEDERAL SOURCES	
Community Development Block Grant (CDBG) Program	The Community Development Block Grant (CDBG) program is a flexible program that provides communities with resources to address a wide range of unique community development needs. Communities often use CDBG funds to construct and repair streets and sidewalks.
Safe Streets and Roads for All (SS4A) Grant Program	The Safe Streets & Roads for All (SS4A) grant program is a Federal grant program established by the Bipartisan Infrastructure Law centered around the USDOT's National Roadway Safety Strategy and its goal of zero deaths and serious injuries on America's roadways. It will provide \$5 billion in grant funding over 5 years to implement safety projects.
Better Utilizing Investments to Leverage Development (BUILD) Grant Program	The Better Utilizing Investments to Leverage Development (BUILD) Grant Program provides grants for surface transportation infrastructure projects with significant local or regional impact. The BUILD program can fund the surface transportation infrastructure elements of a project that may also include housing, employment opportunities, and economic development strategies.
Active Transportation Infrastructure Investment Program (ATIIP)	The Active Transportation Infrastructure Investment Program (ATIIP), funded by FHWA, awards planning and design grants and construction grants for eligible applicants to develop plans for active transportation networks and spines. A goal of both types of ATIIP grants is to integrate active transportation facilities with transit services, where available, to improve access to public transportation.
Transportation Alternatives Program (TAP)	The Federal Transportation Alternatives (TA) Program provides funding for programs and projects defined as transportation alternatives, including on- and off- road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and improved mobility, community improvement activities and environmental remediation; recreational trail program projects; and safe routes to school projects.
Federal Lands Access Program (FLAP)	The Federal Lands Access Program (FLAP) improves transportation facilities that provide access to, are adjacent to, or are located on Federal lands. The program supplements State and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators.
Rural Surface Transportation Grant Program	The Rural Surface Transportation Grant Program supports projects that improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.

Program Name	Program Purpose
STATE SOURCES	
Pedestrian & Bicycle Program	WSDOT offers funding to improve the transportation system to enhance safety and mobility for people who choose to walk or bike. The purpose of the program is to eliminate pedestrian and bicyclist fatal and serious injury traffic crashes, increase the availability of pedestrian and bicycle facilities that provide low traffic stress and serve all ages and abilities, and increase the number of people that choose to walk and bike for transportation.
Complete Streets Program (CSP)	Financed by the Transportation Improvement Board (TIB), the Complete Streets Program is a funding opportunity for cities and counties that have an adopted complete streets ordinance.
Highway Safety Improvement Program (HSIP)	The Highway Safety Improvement Program (HSIP) focuses on infrastructure projects with nationally recognized crash reduction factors (CRFs). Local HSIP projects must be identified on the basis of crash experience, crash potential, crash rate, or other data-supported means.

Source: Fehr & Peers, 2025



Ongoing Evaluation

Ongoing evaluation of progress in implementing the safety action plan is essential for tracking progress toward safety goals, informing future investment decisions, and meeting grant funding requirements.

To support this, the following **performance measures are recommended for review every five years:**

- Average annual number of **total collisions**.
- Average annual number of **KSI collisions**.
- Average annual number of **collisions involving vulnerable road users** (people walking, biking, riding a motorcycle, or using mobility devices).

The target performance measures will be evaluated and reported with the Safety Report Card. The Safety Report Card will highlight successes and identify areas in need of additional attention and resources. The initial Safety Report Card is shown in **Table 12**. The table includes performance measures documented for 2014 to 2023. Safety Report Cards in future CSAP updates will include a comparison of previous and current metrics to evaluate how the performance measures track toward the safety goal.

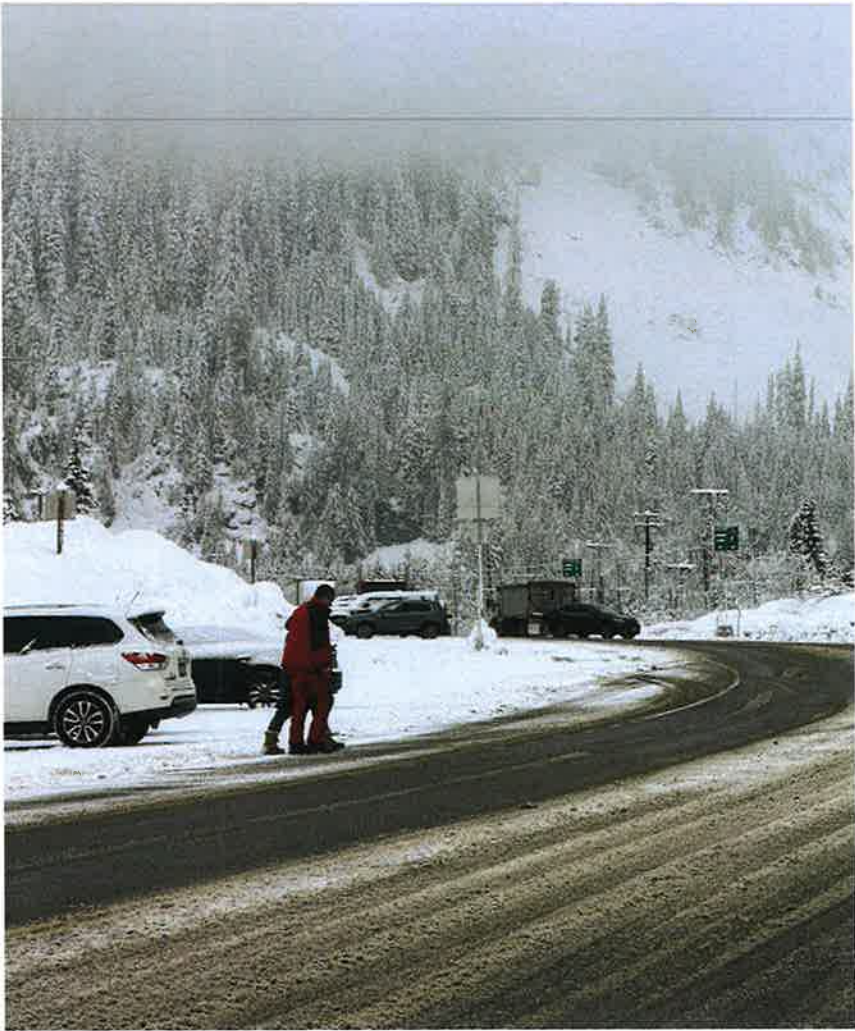


Table 12. Initial Safety Report Card

Performance Measure	2014	2015	2016	2017	2018	Annual Average (for 5-year period)	2019	2020	2021	2022	2023	Annual Average (for 5-year period)	2024	2025	2026	2027	2028
Total Collisions	13	10	7	11	15	11.2	8	12	12	7	12	10.2					
KSI Collisions	0	1	0	0	1	0.4	0	0	1	0	0	0.2					
Vulnerable Road User Collisions	0	0	0	0	1	0.2	0	1	1	2	1	1					

Source: 2014-2023 WSDOT Crash Data, Fehr & Peers, 2025.

Appendices

APPENDIX A

Additional Prior Plans and Policies

APPENDIX B

Stakeholder Planning Group
Meeting Agendas

APPENDIX C

Summary of Online Engagement

APPENDIX D

Summary of Community Meeting

APPENDIX E

Collision Analysis

APPENDIX F

Traffic Volume Maps

APPENDIX G

Level of Service Analysis
Methodology & Results

APPENDIX H

Level of Service Reports

APPENDIX I

Project Locations Cutsheets

APPENDIX J

Countermeasures Toolbox

APPENDIX K

Origin-Destination Analysis

APPENDIX L

Response to Final Public Comment



Fehr & Peers

Appendix A. Additional Plans and Policies

King County Target Zero Strategic Plan 2024 – 2027 (2024)¹

The King County Target Zero Traffic Safety Strategic Plan for 2024–2027 outlines a comprehensive, equity-centered approach to eliminating traffic fatalities and serious injuries by 2030. Developed through collaboration with local traffic safety professionals, community partners, and state agencies, the plan builds on the 2021–2023 strategy and integrates updated goals, performance indicators, and tactics. It adopts the Safe System approach—endorsed by federal and state transportation agencies—and the Spectrum of Prevention framework to address traffic safety from individual behavior to policy-level change. With traffic fatalities in King County doubling over the past decade and pedestrian deaths rising sharply, the plan emphasizes racial equity, social justice, and the needs of underserved communities. It includes annual operational plans, a coordinated planning format, and a review process to adapt strategies over time. Despite limited resources, the coalition aims to prioritize high-impact actions and seek additional funding to support its vision of zero traffic deaths and serious injuries.

Washington State Strategic Highway Safety Plan (2024)²

The Washington State Strategic Highway Safety Plan (SHSP), also known as the Target Zero Plan, sets a bold vision to eliminate traffic-related deaths and serious injuries on Washington’s roadways by 2030. As a data-driven and multidisciplinary framework, the SHSP establishes statewide priorities, fosters cross-sector collaboration, and guides investment toward the most effective safety strategies. This plan provides a shared language and set of goals for traffic safety partners, offering a comprehensive menu of proven strategies tailored to key emphasis areas and contributing risk factors. It also serves as a performance monitoring tool, helping agencies track progress and adjust efforts to maximize impact. The Snoqualmie Pass CSAP builds on the SHSP’s foundation by applying its principles at the local level.

King County Comprehensive Plan Transportation Element (2024)³

The Transportation Element of the King County Comprehensive Plan outlines the County’s commitment to building an integrated, multimodal transportation system that supports a wide range of users. The plan emphasizes creating safe, affordable, and accessible communities for all, while advancing social and racial equity, addressing complex challenges such as climate change and homelessness, and protecting the region’s natural resources and environment. King County’s transportation safety priorities include maintaining safe and secure County-owned infrastructure; expanding access to active transportation by improving the convenience, safety, accessibility, and comfort of walking, biking, and taking transit; and prioritizing transportation investments in areas with the greatest need—particularly for historically underinvested communities, people with disabilities, seniors, and others with special transportation needs.

¹ [FINAL_King-County-Traffic-Safety-Strategic-Plan_2024-2027.pdf](#)

² https://targetzero.com/wp-content/uploads/2024/11/Washington_Target_Zero_Plan_FINAL_11-04-2024_Accessible.pdf

³ <https://kingcounty.gov/en/dept/executive/governance-leadership/performance-strategy-budget/regional-planning/king-county-comprehensive-plan/current-adopted-plan>

QUADCO Regional Transportation Planning Organization: Coordinated Public Transit – Human Services Transportation Plan (2022)⁴

This plan addresses transportation accessibility challenges for populations with disabilities, low incomes, seniors, youth, and veterans across Adams, Grant, Kittitas, and Lincoln counties. Kittitas County specifically identified pedestrian safety and ADA accommodations as key concerns, including faded crosswalk markings, inadequate pedestrian lighting, and insufficient ADA bus stop landings and shelters. To enhance safety, the plan recommends improving crosswalk visibility, adjusting traffic signal timing, adding ADA-compliant infrastructure, and increasing passenger securement training. One of the objectives in this plan is it aims to “Promote safe and accessible transportation services for persons with alternative transportation needs by educating and advocating specific benefits to the consumers within communities as well as cross-jurisdictional communities”, through public education, investment in accessible vehicles and facilities, and alternative fuel infrastructure. These strategies ensure safer and more inclusive mobility options for Kittitas County and other County residents.

Ellensburg Comprehensive Plan (2023)⁵

The Ellensburg Comprehensive Plan’s Transportation Element outlines a vision for a safe, balanced, and efficient multimodal transportation system that aligns with the City’s broader goals and supports anticipated growth. The plan’s core transportation objectives focus on safety for all users, enhanced connectivity, multimodal accessibility, transit integration, sustainable funding for maintenance and preservation, and active partnerships with regional agencies. While the plan does not specifically address Snoqualmie Pass, its transportation goals align with broader countywide initiatives aimed at improving roadway safety, connectivity, and emergency response in critical corridors such as I-90. These regional efforts contribute to enhancing travel reliability, mitigating weather-related hazards, and supporting coordinated infrastructure improvements that impact Snoqualmie Pass and the surrounding areas.

I-90 Snoqualmie Pass East Project (2009)⁶

The I-90 Snoqualmie Pass East Project is a multi-phase effort to enhance safety, reliability, and capacity along a 15-mile stretch from Hyak to Easton. Phases 1 and 2 include Hyak to Keechelus Dam and Keechelus Dam to Stampede Pass is completed, which improved safety by adding lanes, replacing deteriorating pavement, stabilizing rock slopes, and constructing wildlife crossings. Phase 3 (Cabin Creek to West Easton) is currently underway, focusing on traffic management, sight distance, and roadway stability. Phase 4 (Stampede Pass to Cabin Creek) will begin in 2028, continuing pavement replacement, roadway straightening, and truck lane additions. These projects collectively reduce congestion, mitigate environmental impacts, and enhance traveler safety on this vital transportation corridor.

⁴ https://www.ezview.wa.gov/Portals/_1898/Documents/QUADCO-Plans/2022%20QUADCO%20HSTP%20Draft.pdf

⁵ <https://ci.ellensburg.wa.us/DocumentCenter/View/15108/CURRENT-COMPREHENSIVE-PLAN>

⁶ <https://wsdot.wa.gov/construction-planning/major-projects/i-90-snoqualmie-pass-east-project>

Fehr & Peers

Appendix B. Stakeholder Planning Group Meeting Agendas

Snoqualmie Pass Comprehensive Safety Plan SS4A Stakeholder Planning Group



AGENDA May 29, 2024 2:00 PM – 3:00 PM

Virtual Meeting:

Microsoft Teams [Need help?](#)

[Join the meeting now](#)

Meeting ID: 224 523 674 787

Passcode: wqEVox

Dial in by phone

[+1 206-531-0324,,528985184#](#) United States, Seattle

[Find a local number](#)

Phone conference ID: 528 985 184#

For organizers: [Meeting options](#) | [Reset dial-in PIN](#)

1. **Welcome and Introductions**
2. **Recap of March meeting**
 - a. Kick-off meeting with Fehr & Peers/SCJ Alliance
3. **Scope of Work Discussion**
 - a. Key Next Steps
 - b. Contract being finalized Friday
4. **Discussion**
 - a. Recap of site visit with Fehr & Peers
5. **Schedule**
 - a. Next meeting July 31, 2024 at 2:00pm
 - b. Virtual

Meeting Agenda

Snoqualmie Pass CSP - Stakeholder Planning Group

Location: **Microsoft Teams**
[Join Here](#)
Meeting ID: 241 607 286 699
Passcode: JG93Re

Date: **July 31, 2024**

Time: **2:00 pm to 3:30 pm**

Agenda Details

I. Introductions & Icebreaker

II. Project Scope and Schedule Review

III. [Mapping Exercise](#)

- a. Introduction to Mural ([Mural How To Guide](#))
- b. Activity Topics:
 - i. Key Destinations
 - ii. Capacity Challenges
 - iii. Safety Challenges
 - iv. Other Challenges
- c. Open Discussion & Key Takeaways

IV. Public Outreach Discussion

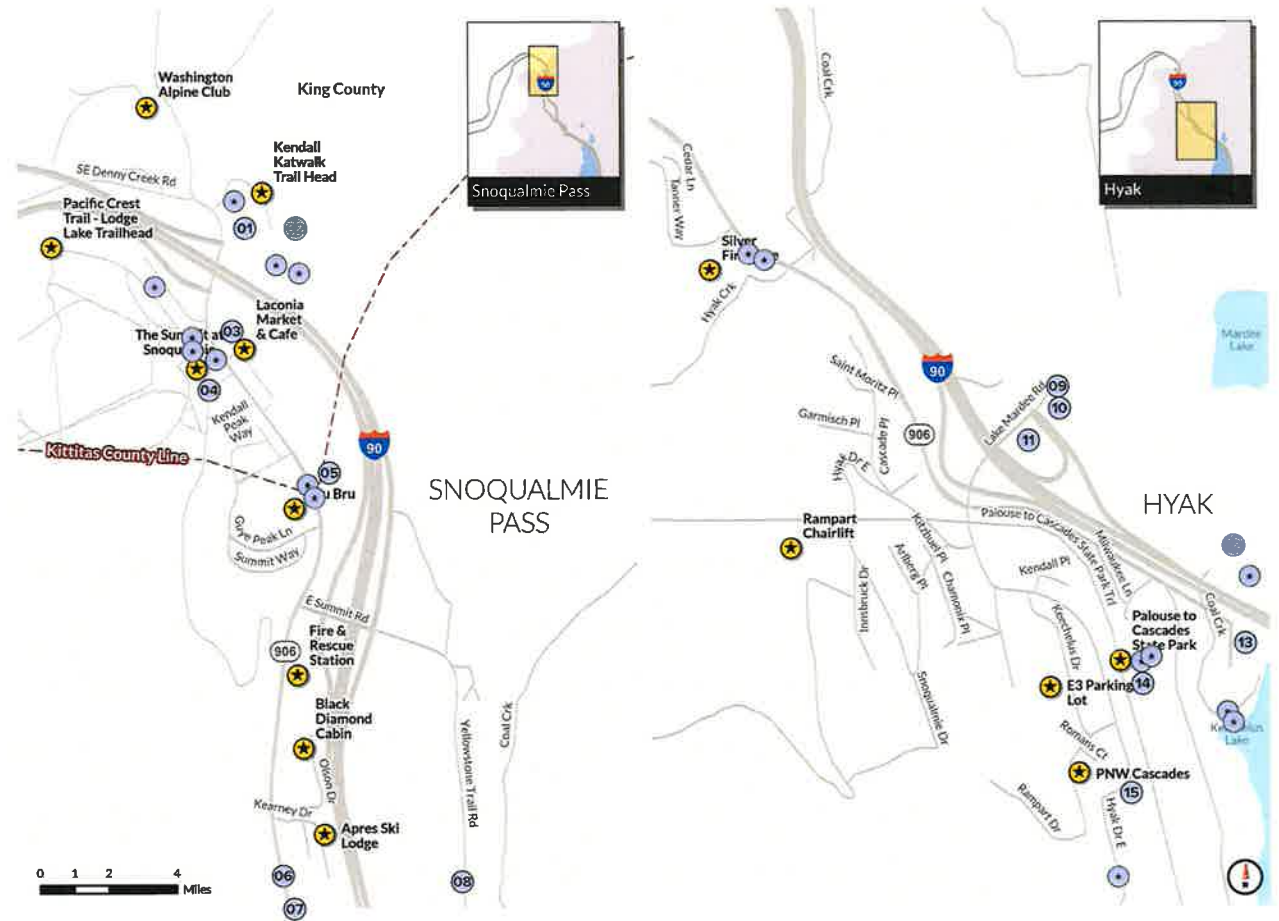
- i. Examples of web-based approach
- ii. Target Audience & Timing

V. Wrap Up & Next Steps

- i. The next meeting will be held on Wednesday, September 25 at 2 pm.

Key Destinations

- **Backcountry User Access:** Visitors frequently park at Summit West, cross the street, and ascend a snow ramp to begin their skiing or snowshoeing activities.
- **U.S. National Forest Service Snowshoe Program**
- **High-Volume Attraction:** A market, coworking space, and gear shop that draws many users, with numerous visitors parking across the street and crossing over.
- **Parking Area:** For the snowshoeing program and trails.
- **Traveler's Rest Stop:** Restrooms and Red Mountain Coffee with heavy vehicle and pedestrian traffic.
- **Parking Area:** Both on-street and in adjacent lot.
- **Pedestrian Crossing:** The only designated crossing along SR-906 is located near the Summit Central main area (and may only be available in the winter).
- **Proposed New Development**
- **Gold Creek Sno-Park:** Provides access for snow play and backcountry winter recreation, with high demand but limited space.
- **Kendall Peak Lakes Trail**
- **WSDOT Gravel Pile:** Popular for sledding in winter, with visitors often parking on the roadside.
- **Gold Creek Pond (Off-Map, East):** A popular year-round recreation spot, slated for closure from 2025 onward for restoration work, which will likely redirect recreational activities to other areas.
- **WSDOT Hyak Maintenance Site:** Experiences heavy truck traffic, particularly from snow plows.
- **Iron Horse Trail**
- **Public Works Facility:** Dedicated to snow removal operations.
- **Other Key Destinations:** Points identified by participants during stakeholder meeting but lacking additional information.



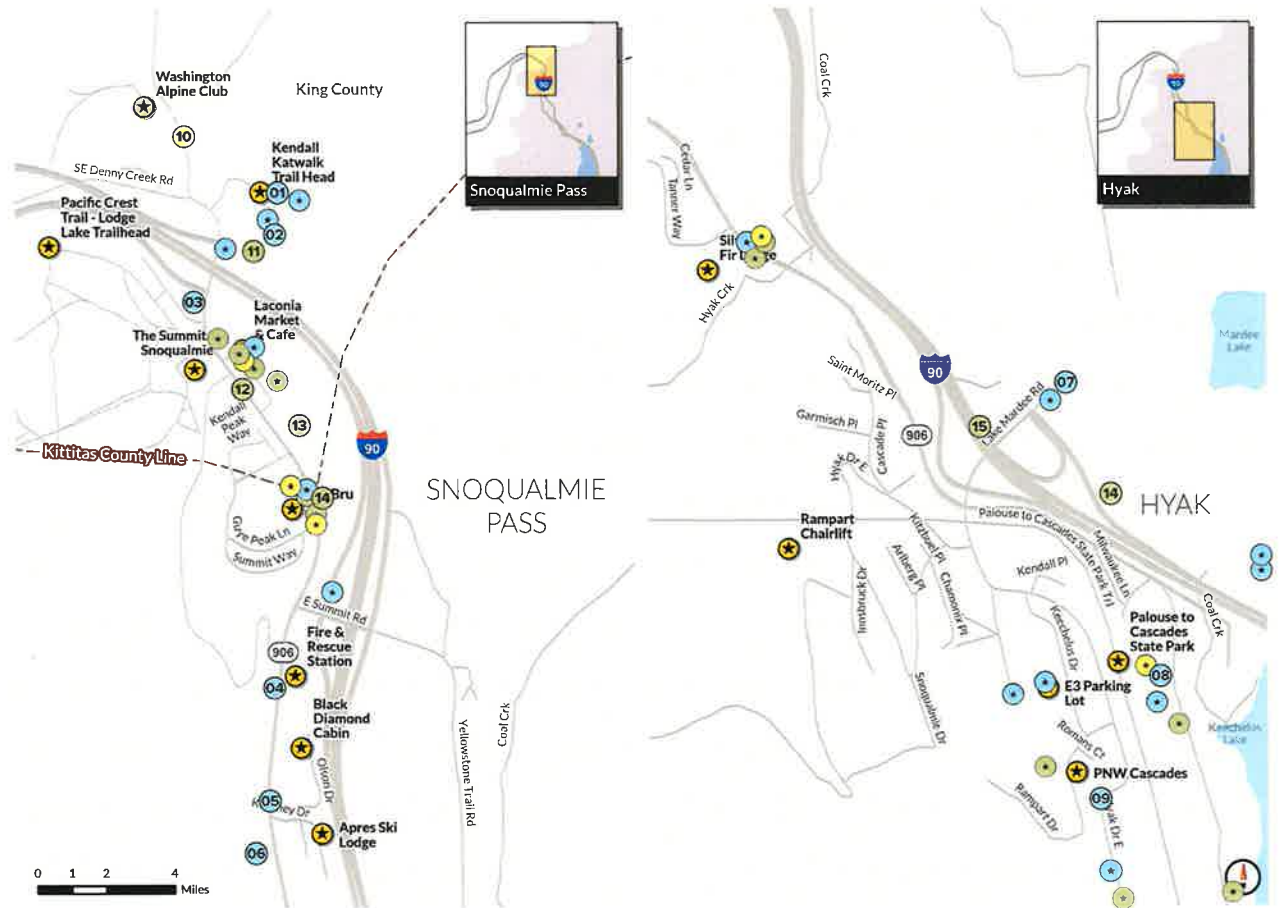
Transportation Network Capacity Challenges

Winter ❄️

- 01 **Potential Additional Parking:** Available in winter, contingent upon the lot being plowed.
- 02 **Insufficient Parking for Snowshoeing Program:** During peak times, the area experiences a high volume of snowshoeing users and lacks sufficient parking.
- 03 **Backcountry Parking:** The only parking available for backcountry users is here, but most access points are across the street on the other side of the overpass.
- 04 **Winter Capacity Issues:** During peak times, Snoqualmie Pass often reaches full parking capacity, leading to trespassing, blocked driveways, and obstructed fire hydrants as people continue to search for parking. When the Summit closes, a mass exodus onto I-90 results in significant traffic backups, hindering the fire department's ability to respond to emergencies.
- 05 **Undesignated Parking Along SR-906:** During peak winter weekends, this stretch is frequently lined with cars on both shoulders.
- 06 **Summit Parking Policy:** Non-resort customers using Summit parking are generally not favored by Summit.
- 07 **Overcrowded Parking at Gold Creek Sno-Park:** Parking overflows onto road shoulders.
- 08 **Parking Limitation:** Constraints on available parking.
- 09 **Limited Snow Park Parking Access:** Restrictions on available parking at snow parks.
- **Other Capacity Challenges:** Points identified by participants during stakeholder meeting but lacking additional information.

Summer ☀️

- 10 **Unauthorized Use of Private Road:** Large numbers of people use Alpentel Road to access USFS lands for hiking, despite the road being privately owned and maintained beyond the ski area.
- **Other Capacity Challenges:** Points identified by participants during stakeholder meeting but lacking additional information.



All-Season ☀️❄️

- 11 **Recreational Parking Shortage:** Insufficient parking opportunities around the area lead to a heavy concentration of users at Snoqualmie Pass.
- 12 **Underutilized Road:** The wide road is not being fully utilized and concern over truck usage of this area.
- 13 **Truck Parking Concern**
- 14 **Undesignated Parking:** During all seasons, this stretch is frequently lined with cars parked along the roadway.
- 15 **Congestion**
- **Other Capacity Challenges:** Points identified by participants during stakeholder meeting but lacking additional information.

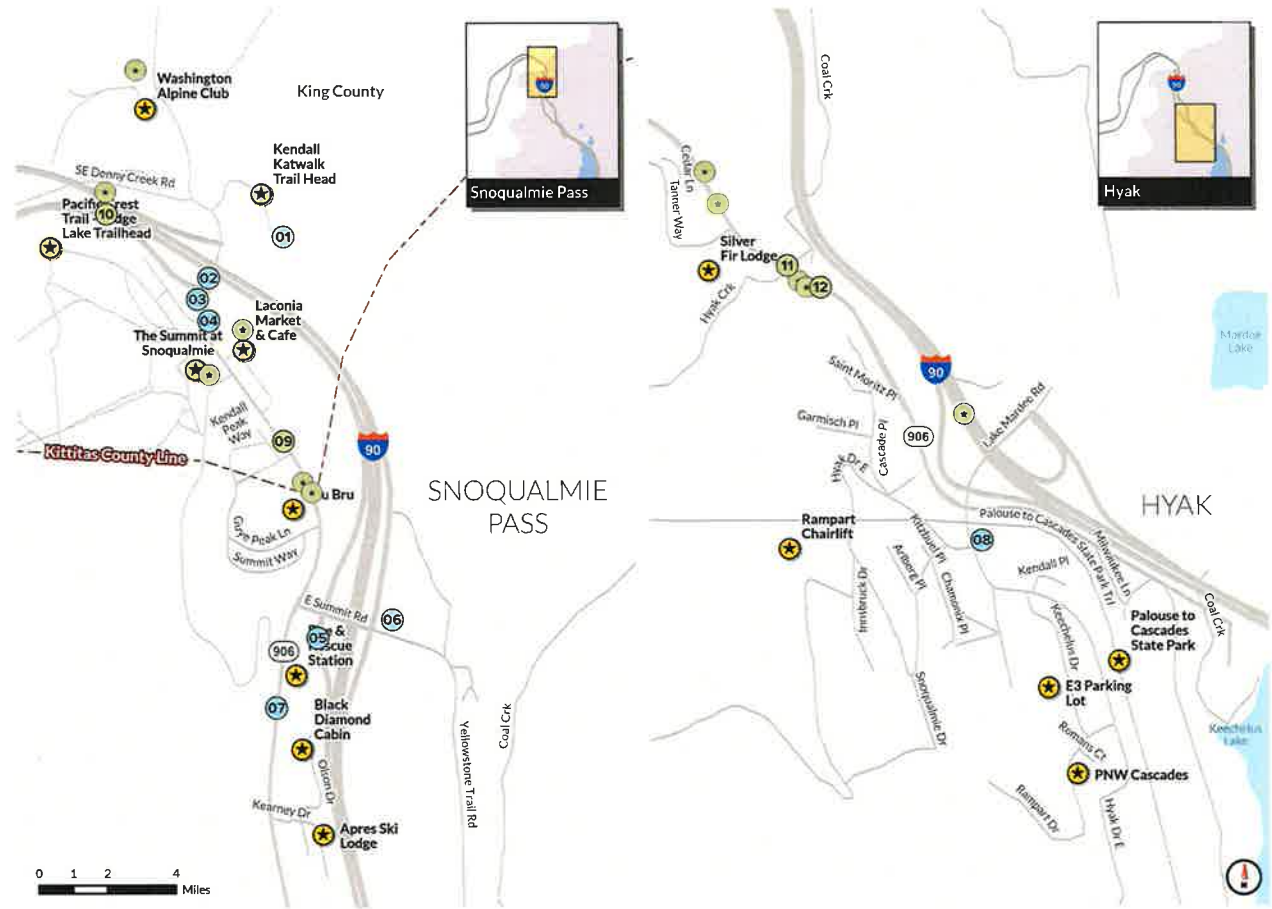
Transportation Network Safety Challenges

Winter ❄️

- ❶ **Lack of Safe Pedestrian Crossings for Snowshoeing Program:** During peak times, the area experiences a high volume of snowshoeing users and lacks safe pedestrian crossings.
- ❷ **High-Speed Traffic and Heavy Pedestrian Presence:** High-speed traffic merging onto SR-906 intersects with heavy pedestrian presence. Individuals cross SR-906 in ski boots to reach winter trailheads, and snowshoe hike participants walk beneath the overpass on the road.
- ❸ **Traffic Volume and Parking Proximity:** High traffic volume from the ramp, combined with frequent turns and the short distance to the adjacent parking lot.
- ❹ **Pedestrian Crossings to Access Backcountry Parking:** The only parking available for backcountry users is here, so pedestrians frequently run across SR-906 to travel from the parking lot to backcountry access points.
- ❺ **Emergency Access Issues:** During peak recreation seasons, when most emergencies occur, emergency services often face difficulties accessing the scene.
- ❻ **Unsafe Use of Interstate Facilities:** Limited parking and recreational opportunities lead to parking at interchanges and sledding on the side of I-90.
- ❼ **Pedestrians in Walking in Roadway:** During peak winter weekends, pedestrians are forced to walk in roadway due to cars frequently parked in both shoulders of this stretch of SR-906.
- ❽ **School Bus Stop Safety Concern**
- **Other Safety Challenges:** Points identified by participants during stakeholder meeting but lacking additional information.

All-Season 🌨️

- ❾ **Undesignated Pedestrian Crossings along SR-906:** Multiple locations along SR-906 from the Summit to Hyak where pedestrians cross without crosswalks or crossing guards. There are no designated pedestrian crossings along this stretch.
- ❿ **High-Speed Vehicle Traffic:** Fast drivers on Alpentail Road, despite traffic, curves, and potholes.

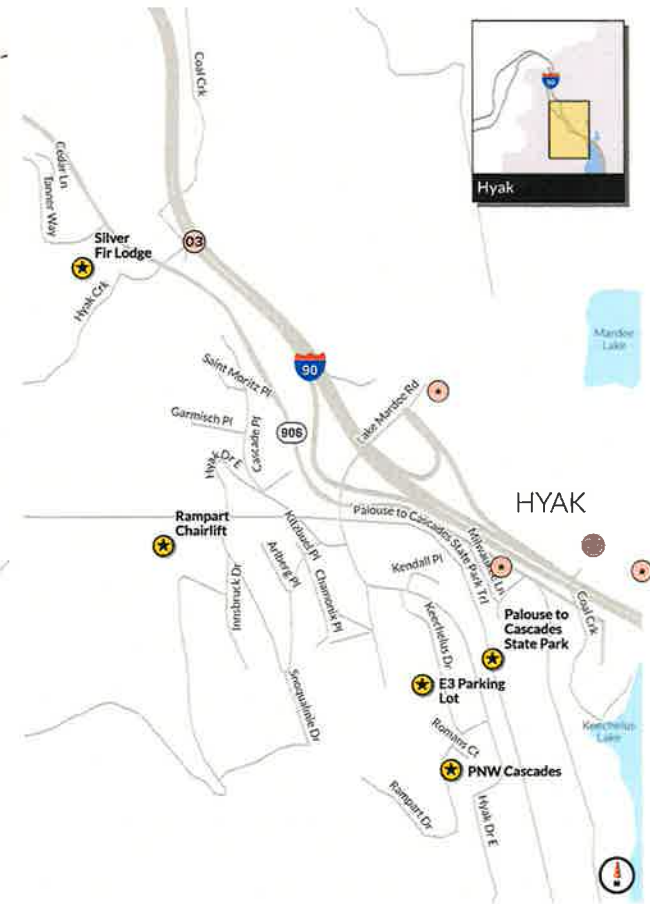


- ❾ **Limited Multimodal Space:** Restricted space for various modes of transportation across the bridge.
- ❿ **Undesignated Pedestrian Crossing Area:** Area where pedestrians cross SR-906 with blind corners.

- **Other Safety Challenges:** Points identified by participants during stakeholder meeting but lacking additional information.

Additional Areas of Concern

- **Limited Transit Options:** Minimal or no public transit available to the Pass.
- **Sensitive Wildlife Area:** Home to subterranean species that use tunnels under the snow. Recreation, staging, or construction activities can impact these species by crushing their tunnel systems, as even stepping or placing items on the snow can be detrimental.
- **Aging Bridge:** The bridge may require maintenance or attention to ensure it remains safe before potential issues arise.
- **Sanitation and Dumping Issues:** Problems with sanitation and illegal dumping at the Gold Creek Pond trailhead and Sno Park.
- **Other Areas of Concern:** Points identified by participants during stakeholder meeting but lacking additional information.



Key Destinations

What are **key destinations** in Snoqualmie Pass?

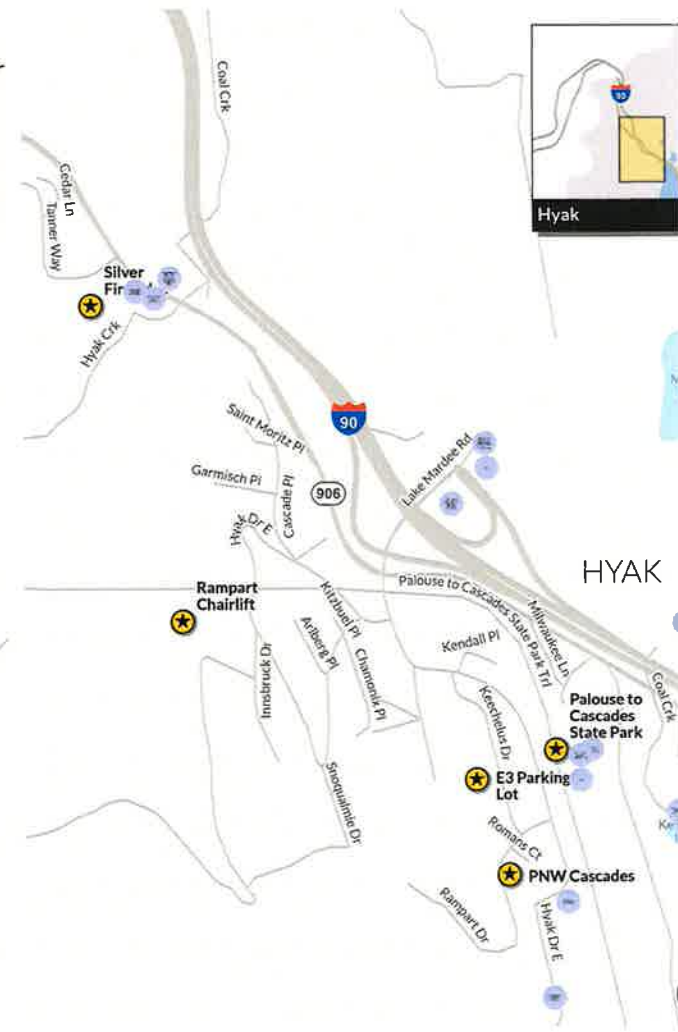
Instructions

Drag the dots to **key destinations**.
Provide information about the destination in the dot.



Tips

1. To add text to a dot, select a dot and start typing. Text will auto adjust to fit on the note (we can use infinite zoom to read the text).
2. To copy a dot or text, use Ctrl+C.
3. To paste a dot or text, use Ctrl+V.



Areas of Concern

Are there any **additional concerns** you would like to share?

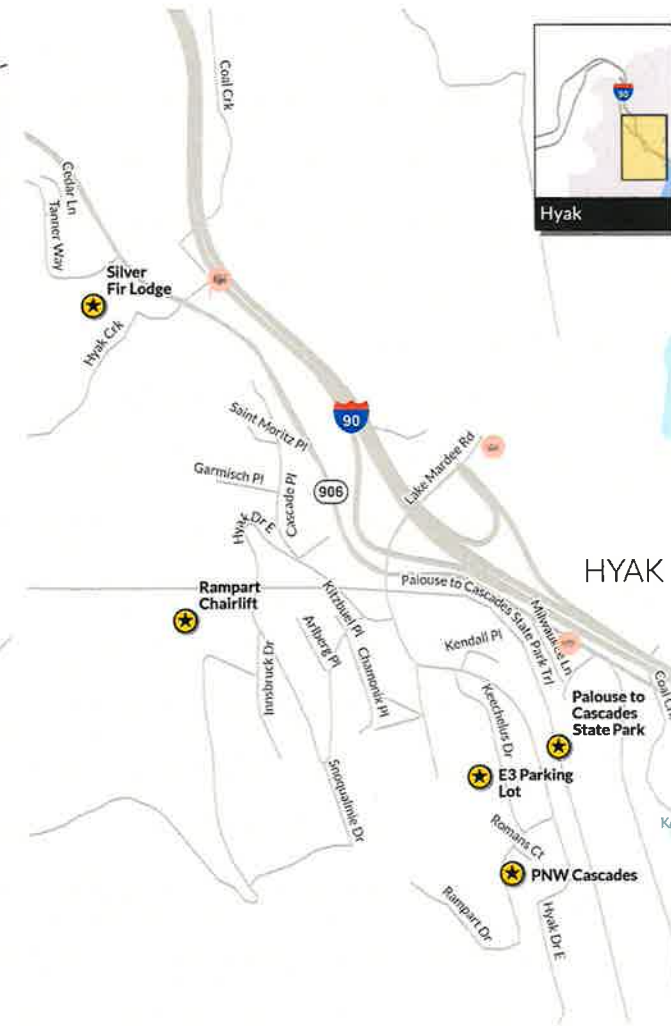
Instructions

Drag the dots to **areas of concern**.
Provide information about the concern in the dot.



Tips

1. To add text to a dot, select a dot and start typing. Text will auto adjust to fit on the note (we can use infinite zoom to read the text).
2. To copy a dot or text, use Ctrl+C.
3. To paste a dot or text, use Ctrl+V.



Transportation Network Challenges

What are **capacity challenges** in Snoqualmie Pass?

Instructions

Drag the dots to **areas with capacity challenges**.
Provide information about the challenge in the dot.

Winter ❄️

Summer ☀️

All-Season ⚡️



Tips

1. To add text to a dot, select a dot and start typing. Text will auto adjust to fit on the note (we can use Infinite zoom to read the text).
2. To copy a dot or text, use Ctrl+C.
3. To paste a dot or text, use Ctrl+V.

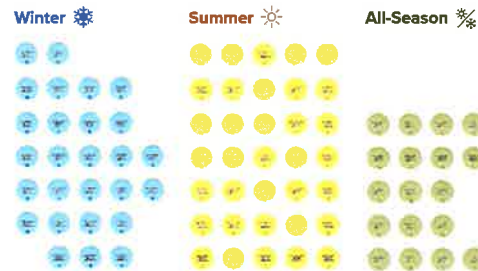


Transportation Network Challenges

What are **safety challenges** in Snoqualmie Pass?

Instructions

Drag the dots to **areas with safety challenges**.
Provide information about the challenge in the dot.



Tips

1. To add text to a dot, select a dot and start typing. Text will auto adjust to fit on the note (we can use infinite zoom to read the text).
2. To copy a dot or text, use Ctrl+C.
3. To paste a dot or text, use Ctrl+V.

