

**City of Carnation  
2024 Comprehensive Plan  
Transportation Element**

**Chapter 7 – TRANSPORTATION ELEMENT**

***INTRODUCTION***

The purpose of the Transportation Element is to establish goals and policies that will guide the development of surface transportation in the City of Carnation in a manner consistent with the overall goals of the Comprehensive Plan. The Transportation Element is supported by and inter-connected with many other elements of the Comprehensive Plan. In particular, the transportation system needs to be designed to support the planned densities described in the Land Use Element. Based upon existing and projected land use and travel patterns, the Transportation Element addresses roadway classifications, levels of service, transit and non-motorized modes, future travel projections, transportation system improvements, financing strategies, and concurrency management. It establishes the technical basis for transportation system development, and for existing and future transportation improvement programs and facilities guided by the transportation goals and policies of the Comprehensive Plan.

As required by the Growth Management Act, the Transportation Element must demonstrate that there is enough transportation system capacity to serve the land uses that are planned, and to serve them at a level of service established in the goals and policies. This element also needs to include a financing plan to show how planned transportation improvements will be funded. **The Capital Facilities Element, 6-year Transportation Improvement Plan (STIP) and 2021 Transportation Improvement Plan (TIP) contain the background data and analysis to satisfy these requirements and is adopted by reference into this Element.**

**The Capital Facilities Element, which is adopted by reference to this Element, includes an identification of funding sources, the 20-year Transportation Improvement Plan (TIP) and the 6-year Transportation Improvement Plan (STIP). The TIP also provides concurrency and level of service analysis.**

In the event that revenues from one or more sources listed in the TIP and STIP are not secured, the City can add new sources of revenue or increase the amount of revenue from existing sources; require developers to provide such facilities at their own expense; reduce the number of proposed projects; change the Land Use Element to reduce the travel demand generated by development; or change and/or lower the LOS standard.

***TRANSPORTATION GOALS AND POLICIES***

City of Carnation Transportation Goals and Policies incorporate the Countywide Planning Policies as well as the multi-county Planning Policies expressed in VISION 2050.

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**GOAL T1**

**To ensure that transportation facilities and services needed to support development are available concurrent with the impacts of such development, which protects investments in existing transportation facilities and services, maximizes the use of these facilities and services, and promotes orderly compact growth.**

- Policy T1.1 A minimum level of service standard D for arterial intersections, and a level of service standard D for State highway intersections, .76 to 1.0 passengers per seat for vanpool services.
- Policy T1.2 Development permits will only be issued when projects which require transportation improvements do not exceed the City's ability to provide these in accordance with the adopted level of service standards. However, these necessary improvements in transportation facilities and services, or development of strategies to accommodate the impacts of development may be provided by the developer.
- Policy T1.3 The City will design and improve its transportation system to accommodate not only existing conditions, but projected growth based on adopted City, County and state planning policies and projections.
- Policy T1.4 The City will allow new development only when and where all transportation facilities are adequate at the time of development, or unless a financial commitment is in place to complete the necessary improvements or strategies which will accommodate the impacts within six years; and only when and where such development can be adequately served by essential transportation facilities without reducing the adopted level of service elsewhere.
- Policy T1.5 The City will actively solicit action by the State and King County to program and construct those improvements to State and County arterial systems which may be needed to maintain the level of service standards adopted in Carnation. The City will advocate for support from regional and state partners for infrastructure improvements on SR203, particularly at SR203 and NE Tolt Hill Road and SR203 and Stillwater.
- Policy T1.6 The City will adopt development regulations which will require developers to construct streets directly serving new development, and pay a fair-share fee for specific off-site improvements needed to mitigate the impacts of the development. This fee may be in the form of a Transportation Impact Fee adopted by the City.

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- Policy T1.7 The City will coordinate land use and public works planning activities with an ongoing program of long-range financial planning, in order to conserve fiscal resources available to implement the Transportation Impact Plan (TIP).
- Policy T1.8 The City will base the timing of implementing actions under the Comprehensive Plans and elements on the financial resources available to fund the necessary public facilities.
- Policy T1.9 The City will grant high priority for funding to projects which are consistent with the goals and objectives adopted by the City Council and as specified in the Comprehensive Plan including transit that is affordable, accessible, convenient, safe, and dependable. Improvements that will serve the Town Center and that promote economic viability for the community will be given highest priority.
- Policy T1.10 The City will fund projects only when incorporated into the City budget, as adopted by the City Council.
- Policy T1.11 The City will encourage maintenance and safety improvements of Carnation's existing roads as a priority over the creation of new roads.
- Policy T1.12 When feasible, the City will look at collaborating with regional partners on how transportation improvements can also benefit recreational opportunities and wildlife habitat corridor linkages.

**GOAL T2**

**To develop, maintain and operate a balanced, safe, and efficient multi-modal transportation system to serve all persons, special needs populations and activities in the community.**

The city will partner with other cities and stakeholders on similar transportation policies and goals to ensure transit and transit infrastructure is accessible, affordable, convenient, dependable, and safe for its residents, businesses, and tourists.

- Policy T2.1 The City will develop a future transportation system which encourages flexible, adaptive and multiple uses of transportation facilities and services.
- Policy T2.2 The City will implement measures that will relieve pressures on the existing transportation infrastructure by approaches that include, but are not limited to:
- a) Multi-modal transportation alternatives
  - b) Land use coordination

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c) Prioritized improvements

- Policy T2.3 The City will integrate, coordinate and link the connections and transfer points between all modes of transportation.
- Policy T2.4 The City will support the increase of service frequency for all applicable modes of transit.
- Policy T2.5 The city will assess the feasibility of public transit to serve individuals in Ames Lake Road, Carnation Farms Road, and Tolt Hill Road, in order to better connect these residents to their jobs, medical facilities, and shopping opportunities.
- Policy T2.6 The city will advocate for greater transit connections to Redmond Transit Center, Redmond Light Rail station, Issaquah Transit Center and Bear Creek Park & Ride. The City will support Snoqualmie Valley Transportation in their efforts to expand service days, hours and routes.
- Policy T2.7 The City will ensure that transit and transit infrastructure is available for tourists/visitors, especially to key destinations within the Valley such as Remlinger Farm and Snoqualmie Falls.
- Policy T2.8 The City will take a regional approach in working with King County, WSDOT, the Snoqualmie Tribe, Snoqualmie Valley Transportation, Hopelink, mobility coalitions, and other local and regional jurisdictions in improving transit service and adequately siting park and ride and park and pool lots in the Carnation area.
- Policy T2.9 The City will minimize potential conflicts between bicycle and automobile traffic by providing signage at intersections of bike trails with roadways.
- Policy T2.10 The City will encourage the location of bicycle racks at appropriate destination points, such as within the downtown, parks, schools, transit, and park and ride lots.
- Policy T2.11 The City will provide and promote the development of pedestrian and bicycle paths to schools, parks, transit and activity centers, as well as linkages between these paths.
- Policy T2.12 The City will include the need to accommodate bicycles safely in its management and design of the City-street network, including designating bicycle routes throughout the city where feasible.
- Policy T2.13 The City will encourage the siting of bicycle-related commercial activities in the Central Business District and Mixed-Use areas.

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Policy T2.14 The City will implement the adopted Comprehensive Emergency Management Plan in the event of an emergency that impacts transportation facilities.

Policy T2.15 The City will create a mapped inventory of the bicycle network to encourage safe and accessible transportation by bicycle.

Policy T2.16 The City will ensure new sidewalks are ADA accessible and will evaluate existing sidewalks and roadways for accessibility improvements.

**GOAL T3**

**To recognize and promote pedestrian and bicycle movement as a basic means of circulation and to assure adequate accommodation of pedestrians, bicycles and handicapped persons' needs in all transportation policies and facilities. New development will be encouraged or in some cases required to implement Pedestrian Oriented Development design features that have been incorporated into City codes and standards, such as providing sidewalks or pathways and amenities such as street trees and street lighting, and site design that encompasses connectivity with existing transportation facilities and between uses.**

Policy T3.1 Require developers to include pedestrian facilities such as sidewalks or pathways within formal subdivisions, and to provide links to existing walking trails and pathways that form the City's looped trails system.

Policy T3.2 Carnation will strive to reduce the pedestrian barrier created by Tolt Avenue (SR 203) by:

- Providing pedestrian crossings at key points along SR203, including on the northern, central and southern ends of the roadway corridor through the City.
- Promote accessibility by reducing travel distance on busy cross streets.
- Install pedestrian crosswalk flags as a safety and visibility measure.
- As allowed by the WSDOT, enhance the visibility of the pedestrian crosswalk by using different materials, textures or patterns, and adding landscaping or installing sidewalk design elements such as color or art.
- Coordinate access management on SR203 with WSDOT to promote alternative access and/or shared access points for developments that front this street.

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- Policy T3.3 Carnation will promote the creation of a pedestrian oriented downtown commercial area by:
- Implementing design standards for commercial development along SR203 which encourages a pedestrian environment by requiring parking at the side or rear of building.
  - Modifying the placement of new buildings in ways that encourage pedestrian activities by making streets more attractive routes for walking.
- Policy T3.4 Improve pedestrian amenities downtown through public improvements, sign regulations, and development standards. The maintenance of public and private improvements should be given priority commensurate with downtown's role as the focal point of the community.
- Policy T3.5 Work with WSDOT to develop mechanisms to reduce traffic speed and implement traffic calming measures on SR203 through the city to increase public safety and enhance local mobility yet maintain the regional movement of traffic through the city.
- Policy T3.6 Work with WSDOT to evaluate potential pedestrian improvements along SR203, as well as coordinate implementation strategies for such improvements.
- Policy T3.7 Seek to improve the appearance of existing street corridors and incorporate high standards of design when developing new streets, including construction of sidewalks. Where appropriate landscaping, street furniture, lighting and other measures should be implemented to enhance the appearance of city street corridors. Existing trees along street rights-of-way should be preserved when trees are healthy and can be maintained, while at the same time introducing new trees where appropriate. There should be design consistency along SR203/Tolt Avenue, including where the CBD converts to the MU zoning.
- Policy T3.8 Include construction of pedestrian amenities such as pathways, trails, sidewalks whenever significant development or major maintenance work occurs on city streets. This may include the identification of potential funding sources such as concomitant agreements, Local Improvement Districts, and including sidewalks as an "alternate" in construction bid documents.
- Policy T3.9 Where these are feasible and will promote public safety, the City will consider traffic calming techniques especially on non-arterial roadways that carry significant traffic.

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Policy T3.10 The City will support and promote bicycle use as an alternative to motorized transportation through improvements such as designated bicycle paths, signage, bicycle parking, etc. Improvements to the transportation system must balance the needs of motorists, pedestrians and bicyclists.

**GOAL T4**

**To ensure adequate parking in the downtown commercial area which is consistent with downtown design and pedestrian circulation goals.**

Policy T4.1 Allow on-street parking in the downtown area to form a buffer between pedestrians and street traffic, reduce the speed of traffic, and provide for short term parking needs.

Policy T4.2 Explore alternative methods of ensuring the adequate provision of parking for new and existing commercial and residential development in the downtown commercial area, while reducing the amount of parking provided by individual developments and influencing the location and type of parking in ways that promote pedestrian mobility and minimize pedestrian/vehicular conflicts. This includes, but is not limited to:

- Installing directional signage to public parking areas.
- Encouraging the use of joint-use parking opportunities utilizing existing parking for churches, public buildings and stores.
- Separating short (< 2 hrs), intermediate (2-5 hrs) and long term (> 5 hrs) parking uses; on street parking reserved for short term and long-term parking provided in lots on the periphery of the downtown commercial area.

**GOAL T5**

**To manage, conserve and protect Carnation's natural resources through a balance of development activities complemented with sound environmental practices. Where consistent with mobility goals, encourage green streetscapes that incorporate natural drainage, reduced impervious surface, and vegetation. Incorporate non-motorized transportation facilities into roadway improvements and new roadways.**

Policy T5.1 New transportation facilities should be designed in a manner which minimizes impacts on natural drainage patterns, soil profiles and habitat.

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- Policy T5.2 Promote the use and development of routes and methods of alternative modes of transportation, such as transit, bicycling and walking, which reduce Carnation's consumption of non-renewable energy sources and reduce emission of greenhouse gases.
- Policy T5.3 Assist all major employers in complying with current federal and state policies aimed at reducing auto-related air pollution by implementing programs to reduce the number of employees commuting in single occupancy vehicles. This compliance can be realized through such transportation demand strategies as preferential parking for carpools/vanpools, alternative work hours, bicycle parking, and distribution of transit and ride sharing information. Cooperate with major employers located outside the City with their ride sharing or van pooling resources that serve Carnation residents.
- Policy T5.4 Carnation will seek to reduce levels of air pollutants and greenhouse gas emissions in an effort to maintain or do better than existing state and federal air quality goals and standards, by: providing a compact urban form that promotes non-motorized trips within the City; promoting economic development to increase local employment opportunities and to maximize the goods and services that are locally available; by working with partners such as King County, the Snoqualmie Tribe, Snoqualmie Valley Transportation, Hopelink, mobility coalitions, and the other Snoqualmie Valley cities to create transit service that provides accessible, affordable, safe, dependable, and convenient alternatives to driving; and by cooperating with regional employers to promote ride-share options.
- Policy T5.5 Site, design, and buffer (through extensive screening and/or landscaping) transportation facilities and services to fit in harmoniously with their surroundings. When sited within or adjacent to residential areas, special attention should be given to minimizing noise, light and glare impacts.
- Policy T5.6 Support EV charging infrastructure throughout the community in order to support the decarbonization of our transportation sector.
- Policy T5.7 Commission a tree canopy assessment in order to develop a tree canopy management plan with the goal of increasing the tree canopy.

**GOAL T6**

**To actively influence the design of the City by managing land use change and by developing City facilities and services in a manner that directs and controls land use patterns and intensities.**



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- Policy T6.1 Coordinate Land Use with the facility/utility planning activities of agencies and utilities identified in this Comprehensive Plan element. Adopt procedures that encourage providers of public services and private utilities to utilize the Land Use Element of this Plan in planning future facilities.
- Policy T6.2 The cities and counties in the region should coordinate transportation planning and infrastructure development in order to:
- Ensure a supply of buildable land sufficient in the area and services to meet the region's housing, commercial and employment needs; located so as to be efficiently provided with public facilities and services.
  - Ensure protection of important natural resources.
  - Avoid unnecessary duplication of services.
  - Avoid overbuilding of public infrastructure in relation to future needs.
  - Ensure safe transportation and evacuation planning, especially at SR203 and NE Tolt Hill Road and in the Southwest area of Carnation.
- Policy T6.3 Recognize the important role that public facilities and programs such as sidewalks, bike lanes, walking trails and streetlights play in providing a healthy family environment within the community.
- Policy T6.4 Work with local, regional and state jurisdictions to craft land use development strategies that will support public transportation.
- Policy T6.5 Consider the impacts of land use decisions on adjacent roads. Likewise, road improvements should be consistent with proposed land use densities.
- Policy T6.6 Regional traffic should be discouraged in Carnation's residential areas.

**GOAL T7**

**To encourage pedestrian and bicycle transportation modes by providing a comprehensive system of walkways and trails that link residential areas to each other and to needed services. In addition to promoting non-motorized trips within the City, the trail system should be designed to provide for the recreational,**

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**cultural, environmental and aesthetic needs of City residents. As resources allow, the City will update the map of pedestrian and bicycle trails that serve Carnation.**

Policy T7.1 Coordinate with King County Parks to support continued improvement of the Snoqualmie Valley Trail through Carnation as part of a regional trail system.

Policy T7.2 Support the development of paths, signage, and marked roadways which link the Snoqualmie Valley Trail with Carnation's other trails and resources such as the rivers, parks and downtown commercial areas.

Policy T7.3 Coordinate with landowners to develop a community trail system along the banks of the Tolt and Snoqualmie Rivers which is linked to the downtown commercial district, parks and the Snoqualmie Valley Trail.

Policy T7.4 Collaborate with King County in the connection of Tolt MacDonald Park to the Snoqualmie Valley Trail through their Lower Frew project.

**GOAL T8 Maximize the efficiency of the transportation system by reducing demand on the system through demand management (TDM) strategies.**

Policy T8.1 Provide public education about the benefits of TDM and individual actions to reduce vehicle trips.

Policy T8.2 Create a transit-oriented and pedestrian friendly downtown to reduce congestion and air pollution.

Policy T8.3 Develop a downtown parking plan taking into account the heat island effect, impervious surface accumulation and other environmental impacts.

Policy T8.4 Increase economic development and business development in the downtown core so people can walk to employment, dining, activities and shopping.