



King County Department of Local Services:

Alternatives to Driving Alone to Snoqualmie Pass

August 20th, 2025

Exploring alternatives to driving alone to Snoqualmie Pass

Proviso

ER1, Ordinance 19861, Sec 56

Of this appropriation, \$50,000 shall be expended or encumbered solely to **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.

P1, Ordinance 19861, Sec 56

Of this appropriation, \$100,000 shall not be expended or encumbered until the executive **provides a briefing to the local services and land use committee...** no later than September 30, 2025.



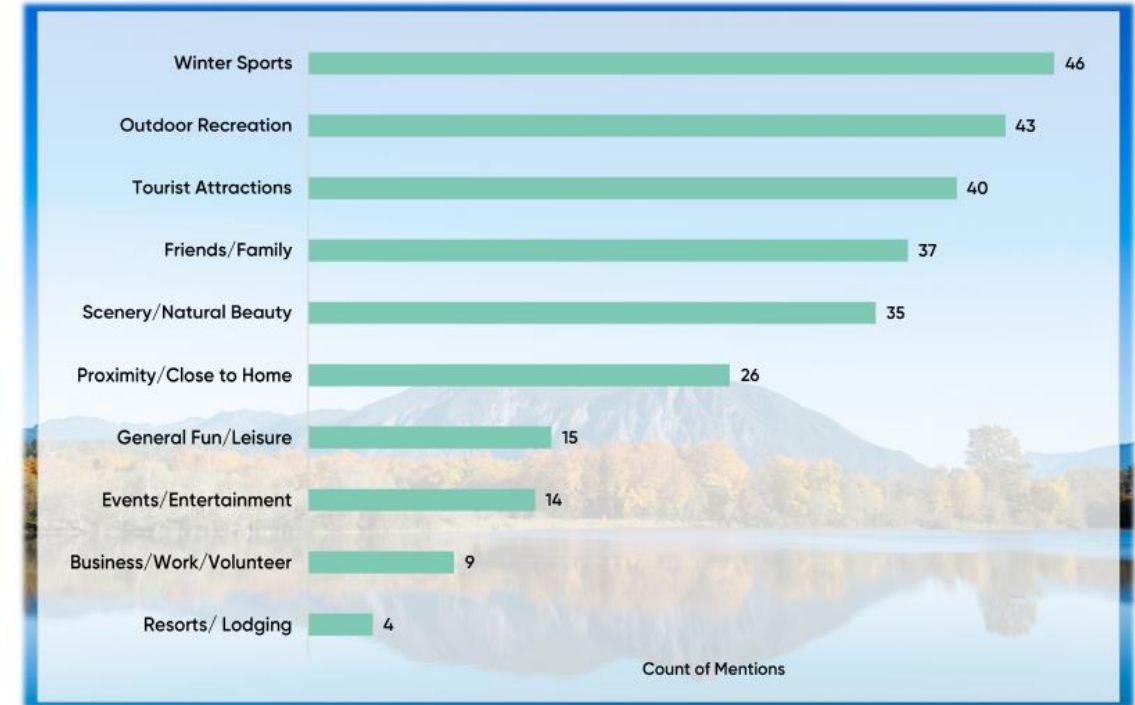
Eastbound lanes of I-90 at Snoqualmie Pass (Fox13 Seattle)



Travelers to Snoqualmie Pass: What the Data Says

- Over 600 survey responses
- 61% travel to Snoqualmie Pass
- 48% start planning a trip to Snoqualmie Valley less than a week prior to their trip;
- Most common party size is two (35%); solo travelers represent 14%
- 93% travel to Snoqualmie Valley by private vehicle
- 81% of trips are day trips
- Winter Sports and Outdoor Recreation are the top motivators for visiting
- Peak ski times generally mid-December through mid-February (esp weekends and holidays)

Primary Motivator for Visiting



[Snoqualmie Valley – 2025 Washington Visitor Opportunities Survey](#)

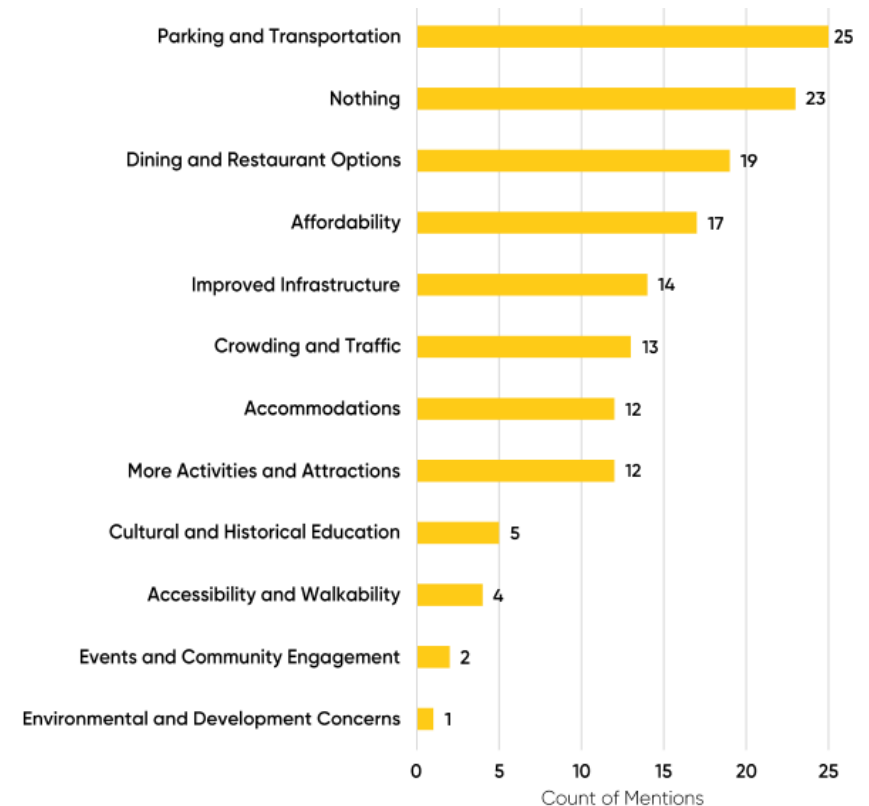


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Travelers to Snoqualmie Pass: What the Data Says

- Parking and transportation improvements were the most cited recommendations
- 39% of respondents said crowding at popular destinations was a primary factors that might deter a return visit
- 22% pointed to limited or lack of parking in the areas they preferred to visit

Recommendations for Improvement



[Snoqualmie Valley – Washington Visitor Opportunities Survey](#)



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Exploring alternatives to driving alone to Snoqualmie Pass

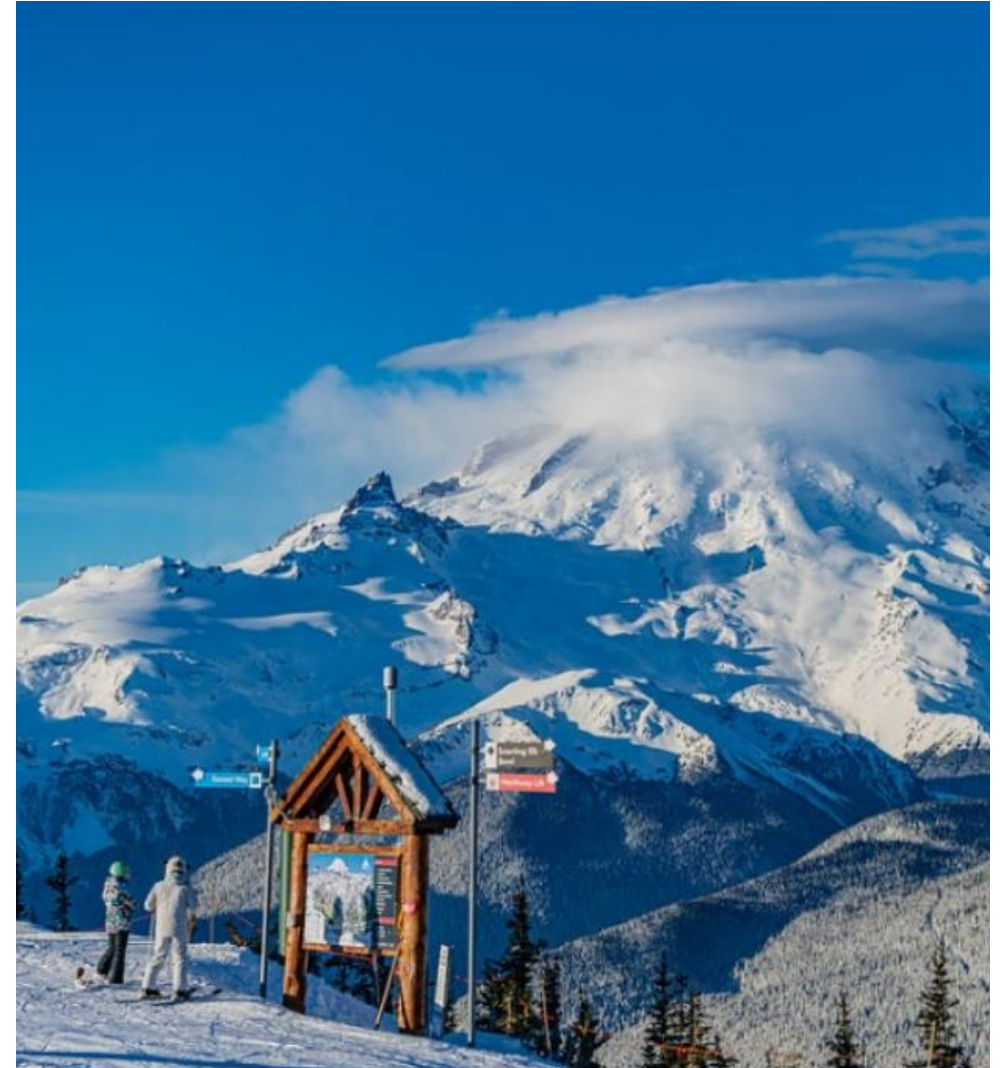
Engagement

- Washington State Department of Transportation
- Kittitas County
- King County Metro
- Cascade Backcountry Alliance
- Mountains to Sound Greenway
- Summit at Snoqualmie Pass
- Snoqualmie Valley Economic Alliance
- Snoqualmie Valley Mobility Coalition
- Snoqualmie Valley Transportation
- Crystal Mountain Resort
- Snoqualmie Indian Tribe
- Muckleshoot Indian Tribe
- Tulalip Tribes
- City of Snoqualmie
- City of North Bend
- Gorge Transit



Existing opportunities

- Carpool incentives
 - [Pave Commute](#) app for ride-sharing through Summit at Snoqualmie
 - Parking solutions at Summit at Snoqualmie, e.g. free parking for high-occupancy vehicles
- Crystal Mountain solutions
 - Parking reservation requirement
 - Crystal Mountain Express
 - Midweek ski busses from Seattle/Tacoma
 - Carpool parking



Interests and ideas we heard

- Special shuttle-type service
- Public-private partnership with major companies that have employee busses not being used on the weekends
- Public-private partnership with rideshare apps for on-demand services between North Bend and popular areas
- Additional services at Summit at Snoqualmie, e.g. shuttle, bundling lessons and parking



Challenging business case for a shuttle

- High demand in mornings and evenings, low demand during midday
- Peak demand during the winter season is tied to weather and often unpredictable
- Special vehicles and equipment for winter driving would be required
- Driver availability may be a challenge



Snoqualmie Pass Service – Not Aligned with County Service Guidelines & Priorities

- Metro adds services, including fixed-route, flexible, and other mobility services based on criteria outlined in the Service Guidelines.
- Regular service to Snoqualmie Pass is not a Metro transit service priority based on County policies including Metro's Strategic Plan, Service Guidelines, Metro Connects.
- County priorities include service expansion and realignment
 - Service Recovery Plan
 - Service Growth in East King County
 - Realigning service to support Link Light Rail in Lynnwood, Federal Way and future restructures



Service to Snoqualmie Pass - Constraints

- **Workforce:** Metro and Hopelink have limited workforce and budget capacity that is currently dedicated to meet existing commitments
- **Safety:** Service to Snoqualmie Pass in the winter creates adverse weather-related operational risk to both operators and riders.



Other Options

- **For visitors:** Technology to carpool and self-organize
- **For employees:** Metro Vanpool can support travel to local ski areas for groups of five or more
- **Transit facilities:** There are several Park and Ride facilities that could serve as locations for single drivers to meet and pool trips to the pass.



Questions?



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