APPENDIX

Appendix

I. **Appendix A – Land Use**
II. **Appendix B – Countywide Sidewalks**
III. **Appendix C – Freight and Goods Transportation Maps**
IV. **Appendix D – Project Prioritization Criteria**
V. **Appendix E – 20-Year Project List (includes Scoring)**
VI. **Appendix F – Presentations to The Chelan County Board of Commissioners**
VII. **Appendix G – Public Open House Materials and Comments**
VIII. **Appendix H – WSDOT Facility Level of Service Analysis**

VI. APPENDIX F – PRESENTATIONS TO THE CHELAN COUNTY BOARD OF COMMISSIONERS

Chelan County
Transportation Element Update

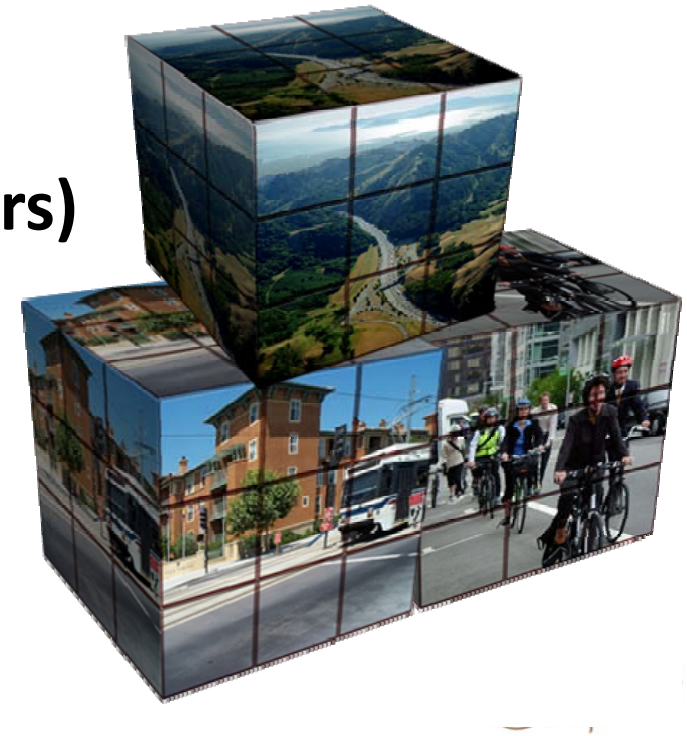
FEHR & PEERS

Overview of Topics

- GMA Requirements
- Transportation Planning Approaches & Level of Service
- Goals Update
- Next Steps

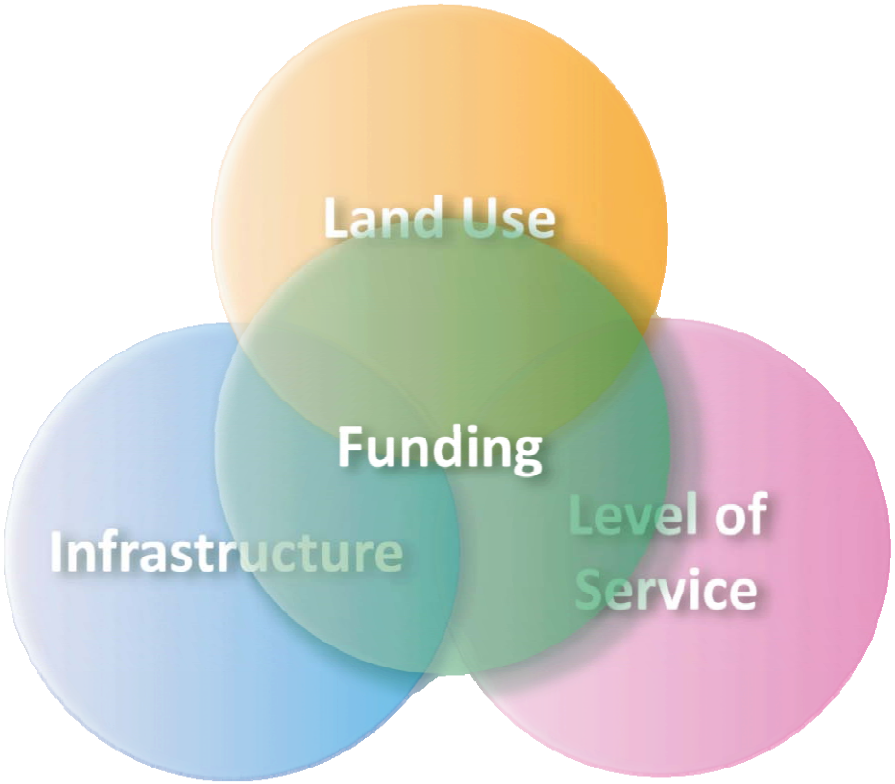
What is a Transportation Element?

- **Required element of County's Comprehensive Plan per the Growth Management Act (GMA)**
- **Consider various modes**
- **Level of Service**
- **Needed facilities and services (20 yrs)**
- **Funding program**



GMA Requirements for Transportation

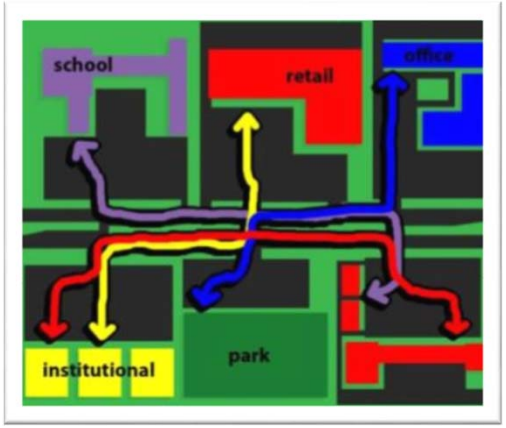
- Land use assumptions align with travel demand forecasts
- Intergovernmental coordination
- Level of service policies established for all modes
- Facility recommendations align with level of service objectives
- Financially constrained



Key Principle: Connectivity

- **Conventional:**

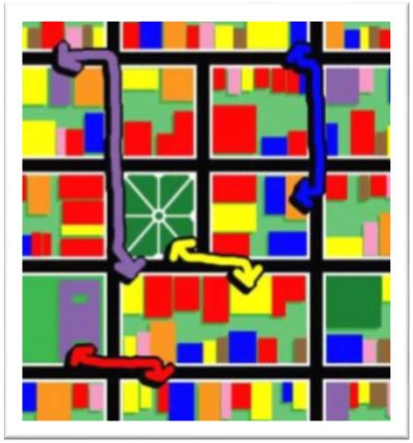
  Disconnected, Separate Uses



  - Overall less capacity
  - Higher number of crashes*
  - Not ped/bike/transit friendly
  - Slower emergency response**

- **Traditional:**

  Connected, Mixed Uses



  - Overall more capacity
  - Fewer, less severe crashes
  - Multiple direct travel options
  - Ped/bike/transit friendly
  - Fewer/shorter auto trips
  - Faster emergency response**

Sources: * Research in 24 cities, 130,000 crashes
** City of Charlotte, NC

Key Principle: Sustainable

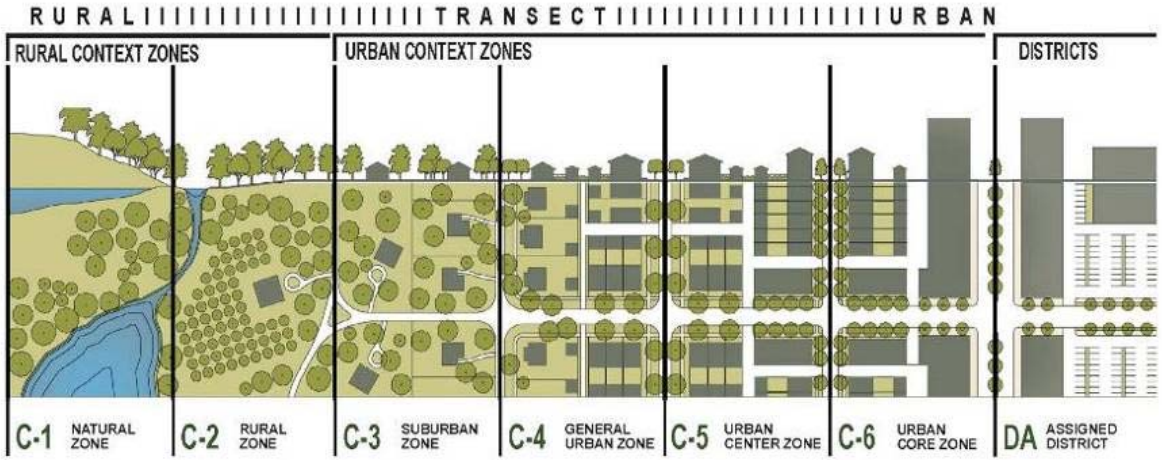
Be planned with consideration of environmental, social and economic issues.

Functional Classification and Context

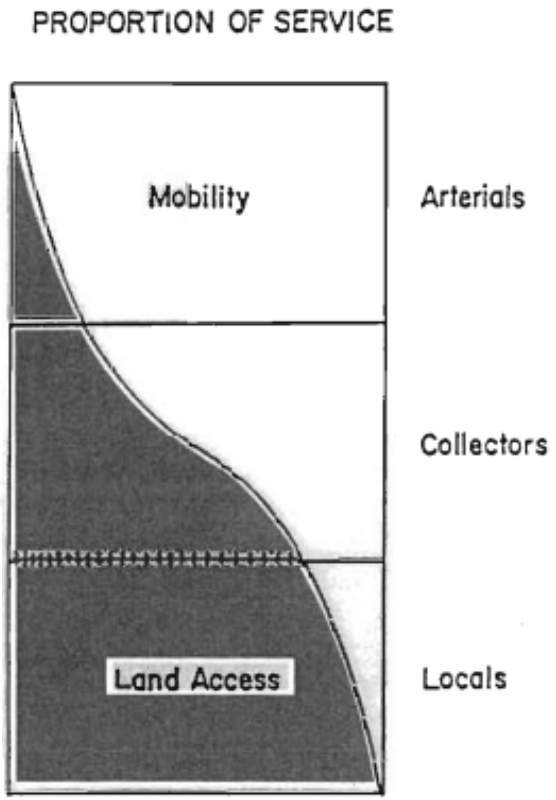
Context Factors

- Land Use Type
- Development Densities
- Form (e.g. height and setback)
- Corridor Users

New Typologies



Conventional



Chelan County's Existing Level of Service Policy

Measured during the PM peak hour (4-6pm) for intersections along State Routes, County arterials & collectors:

- **LOS C or better- rural areas**
- **LOS D or better- urban areas**

Level of Service	Description
A	Free-flowing conditions.
B	Stable operating conditions.
C	Stable operating conditions, but individual motorists are affected by the interaction with other motorists.
D	High density of motorists, but stable flow.
E	Near-capacity operations, with significant delay and low speeds.
F	Over capacity, with delays.

Multimodal Level of Service

Multimodal Quality of Service



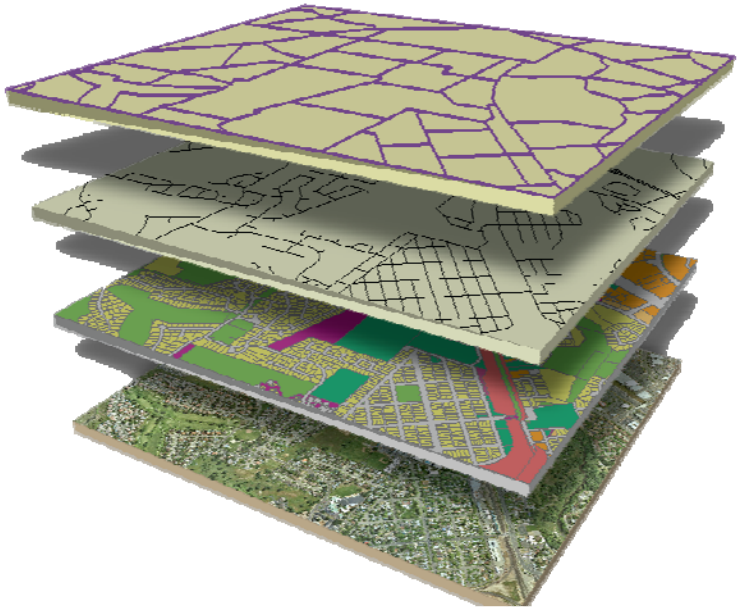

Automobile Level of Service	Transit Quality of Service	Bicycle Quality of Service	Pedestrian Quality of Service
A +No delay at intersections.	A +More frequent service, stops, and amenities. +Attracts riders who choose transit over other modes.	A +Complete system for all types of users. +Good condition, few stops, and conflicts with autos	A +Complete system +Easier to cross +Improved Comfort
C/D +Drivers wait no more than 1 red light	C/D +Good bus service +Basic stops and amenities	C/D Cyclists of various skill levels are able to bike comfortably to key destinations	C/D An adequately complete network of decent sidewalks
F -Longer delays at intersections.	F -Limited or no service. -Fewer stops and amenities	F -More gaps in system -More stops and auto conflicts -Poor pavement	F -Gaps in system. -Poor pavement -Less inviting.

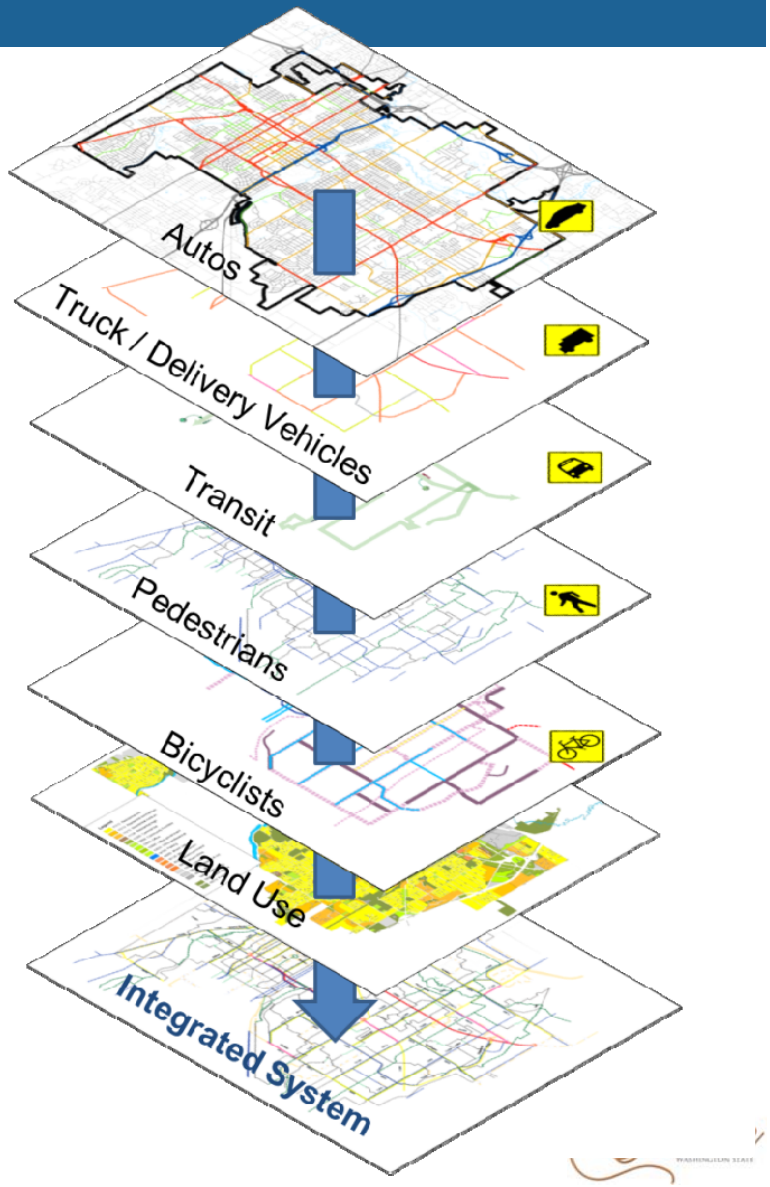
Balance and prioritize design to meet street's purpose

County of Chelan Washington State

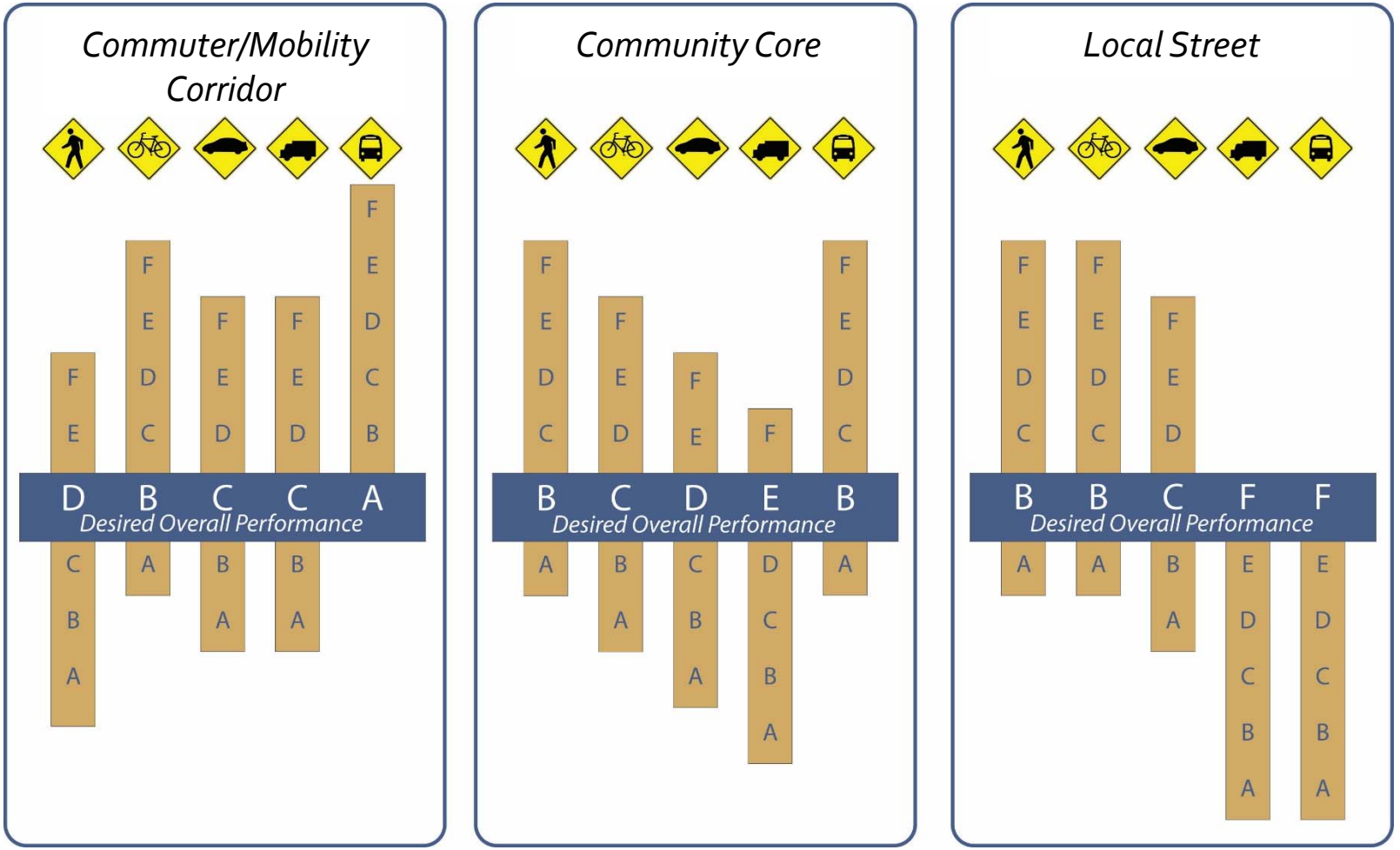
Complete Networks, Rather than Complete Streets

Balanced, layered multimodal networks that serve pedestrians, bicyclists, transit riders, motorists, and freight/goods movement.





Multimodal Quality of Service



Revisit Transportation Element's Goals

- **Overall system –** provide a safe, convenient, and economically functional multimodal system
- **Coordination and consistency –** collaborative with local, regional, and state agencies, as well as with the public
- **Roadway system –** establish an efficient, safe, and environmentally sensitive road system that supports desired development
- **Air transportation –** maintain transportation connections with airports and small air facilities
- **Rail transportation –** maintain and expand rail service
- **Freight and goods –** promote efficient movement of freight and goods countywide
- **Non-motorized transportation –** promote safe and efficient system of non-motorized facilities
- **Transit and Travel Demand Management –** enhance transit services and implement TDM strategies to improve capacity of the transportation system
- **Economic development –** build transportation that supports tourism and recreation as well as business and employment
- **Coordination with land use –** establish land use policies, regulations, and designs that enhance the transportation system
- **Environment and energy –** provide transportation facilities and services that are energy efficient and minimize adverse environmental impacts
- **Implementation and funding –** develop an approach to prioritize and implement the transportation system over the next 20 years

Proposed Goals for this Update

Overarching Goal: Provide a safe, balanced, and efficient multimodal transportation system that is consistent with the County's overall vision and adequately serves anticipated growth.

1. **Maintain What We Have** – Maintain existing transportation facilities in a state-of-good-repair to ensure their continued function, which is critical to achieving all of the County's mobility goals.
2. **Provide a Safe System** – Create a transportation network that can be shared safety by all users and provides sufficient access for emergency response.
3. **Ensure Financial Viability** – Plan for a system that is financially viable, including consideration of full lifecycle costs in infrastructure investments and leveraging outside funds (including grants and private dollars) wherever possible to maximize community benefits.
4. **Support Land Use** – Provide a transportation system that works hand-in-hand with existing and planned land uses, supports farm-to-market and recreational tourism needs, and balances economic development with existing users.
5. **Environmental Stewardship** – Avoid and minimize negative environmental and societal impacts from the transportation system and enhance the natural and social environment when possible.
6. **Be an Active Partner**– Coordinate with a broad range of groups (including local, state, and regional agencies, key stakeholders, businesses, and the public) to develop and operate the transportation system.

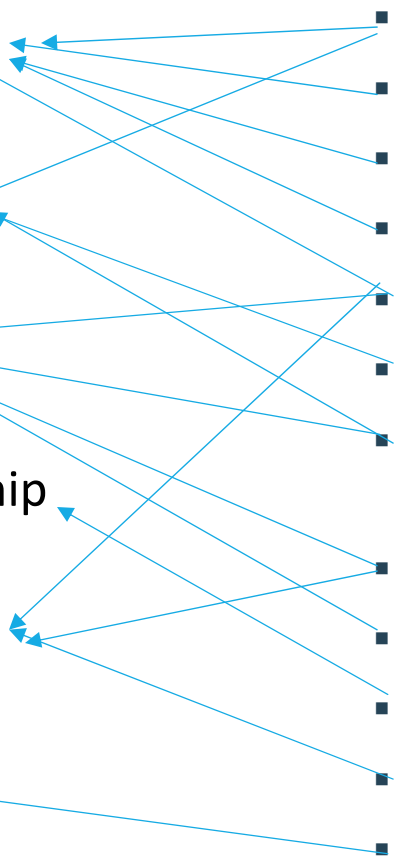
Proposed Goals in Context

Proposed Goals

- Maintain What We Have
- Provide a Safe System
- Support Land Use
- Environmental Stewardship
- Ensure Financial Viability
- Be an Active Partner

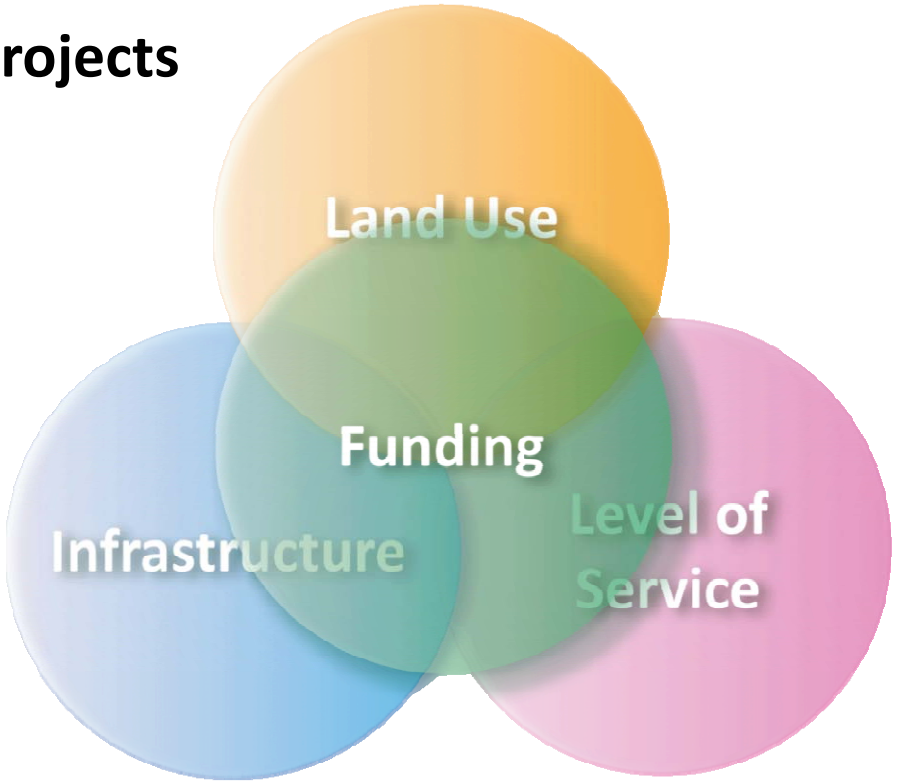
Existing Goals

- Overall System
- Roadway System
- Air Transportation
- Rail Transportation
- Freight and Goods
- Non-Motorized Transportation
- Transit and Travel Demand Management
- Economic Development
- Coordination with Land Use
- Environment and Energy
- Implementation and Funding
- Coordination and Consistency



Next Steps

- Outreach to agency partners, jurisdictions, and public
- Transportation needs assessment (existing and future needs)
- Evaluate and prioritize draft projects
- Develop a financial plan
- Draft plan by late 2016



Questions?

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k.breiland@fehrandpeers.com

Chelan County
Transportation Element Update

FEHR & PEERS

Overview of Topics

- Recap of work (Jun – Oct)
- Maintaining our System
- Capital Project List
- Transportation Program Funding
- Next Steps

What is a Transportation Element?

- **Required element of County's Comprehensive Plan per the Growth Management Act (GMA)**
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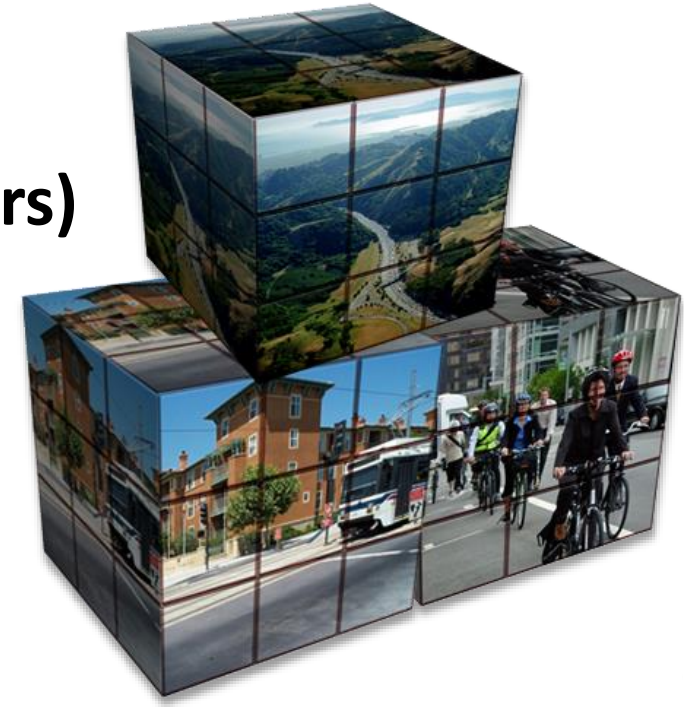

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Transportation Conditions Analysis

- Pedestrian facilities
- Bike facilities
- Transit
- Roadway network
- Freight
- Collisions

Transportation Conditions Analysis

Freeways

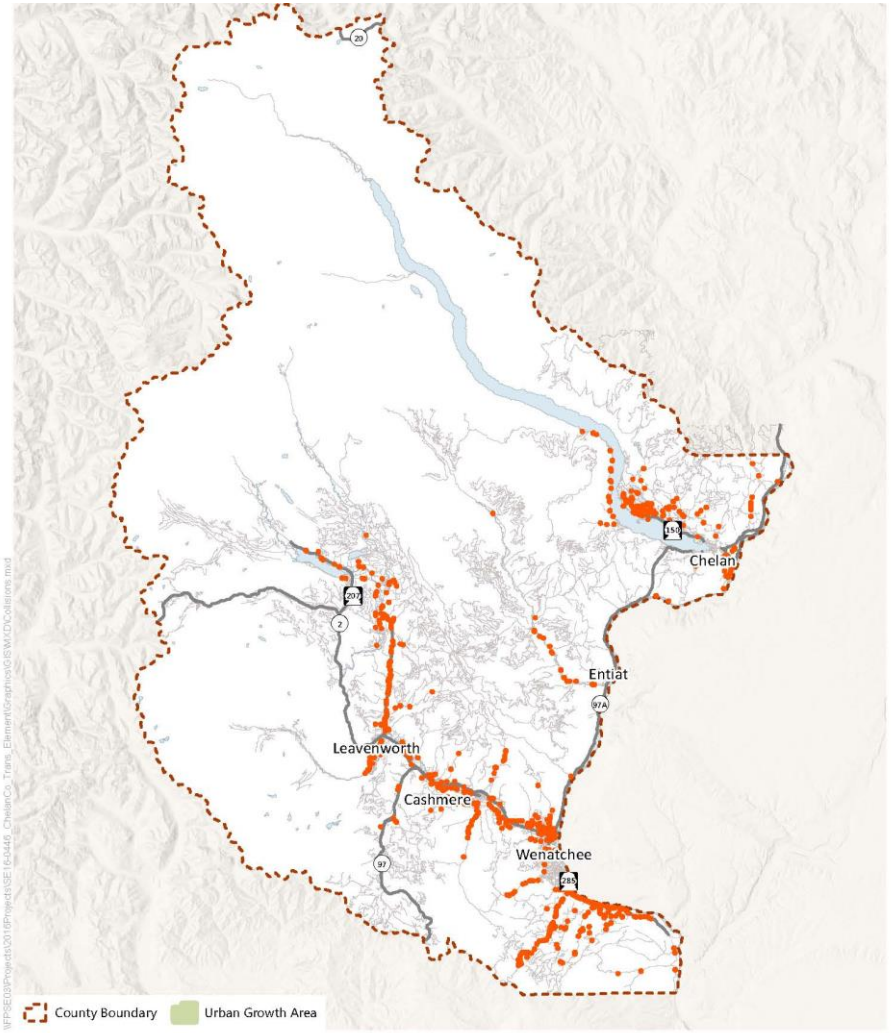
Minor Arterial

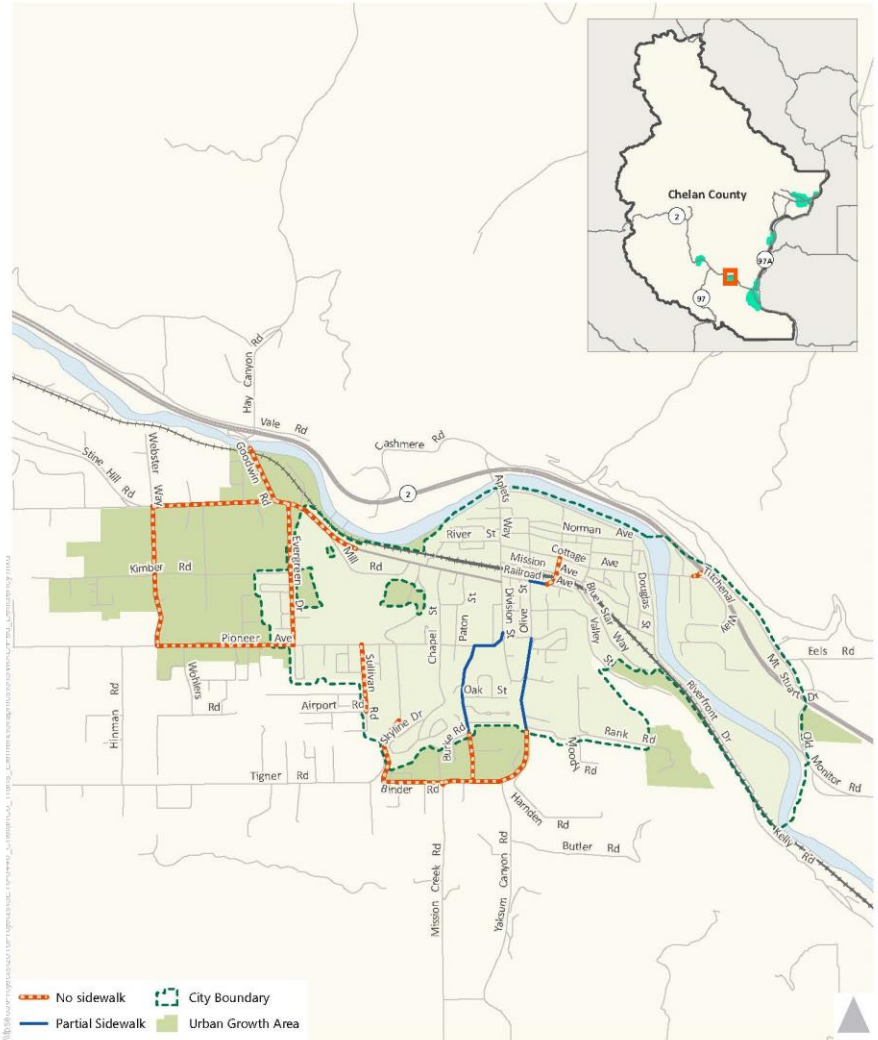
Major Collectors

Minor Collectors

Local Streets

Transportation Conditions Analysis





Stakeholder Outreach So Far

Chelan-Douglas
TRANSPORTATION COUNCIL
CDTC

FOREST SERVICE
U S
DEPARTMENT OF AGRICULTURE

P.U.D.

LINK
TRANSIT
Serving Chelan and Douglas Counties

COUNTY OF
Chelan
WASHINGTON STATE

CITY OF CHELAN

SHOP · DINE
CASHMERE
· EXPLORE ·

City of Entiat
Gateway To Recreation

City of
Wenatchee

LEAVENWORTH
WASHINGTON

Malaga
Colockum Community Website

WSDOT

Maintaining Our System

Types of Programmatic Expenditures

- **Preservation.** Routine improvements like overlay and pothole repair.
- **Maintenance.** Routine and ongoing activities to ensure facility utility, e.g. snow and ice control.
- **Administration and Operations.** Public works transportation administration and support; engineering and planning services that support transportation capital projects.
- **Capital Outlay.** Costs of building and maintaining facilities that support the transportation program.

Source: Chelan County

Source: Chelan County Community Development

Maintaining Our System

Historical Programmatic Expenditures, 2005-2014 (Actuals)

	Preservation	Maintenance	Administration & Facility Operations	Capital Outlay for Facilities
2005	$ -	$ 4,768,218	$ 1,336,496	$ 560,199
2006	$ -	$ 6,414,698	$ 1,445,328	$ 105,481
2007	$ -	$ 7,528,622	$ 1,909,105	$ 176,063
2008	$ -	$ 6,414,698	$ 1,444,124	$ 105,481
2009	$ 1,135,863	$ 5,192,254	$ 1,859,779	$ 378,678
2010	$ 1,473,810	$ 4,724,519	$ 1,797,868	$ 213,354
2011	$ 1,430,599	$ 4,700,316	$ 1,747,863	$ 242,137
2012	$ 1,193,949	$ 5,031,612	$ 2,143,031	$ 154,385
2013	$ 2,020,342	$ 4,913,515	$ 2,041,753	$ 215,975
2014	$ 2,472,675	$ 4,930,081	$ 2,240,710	$ 74,129
Total	**$ 9,727,238**	**$ 54,618,534**	**$ 17,966,057**	**$ 2,225,883**

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Total	**$ 9,727,238**	**$ 54,618,534**	**$ 17,966,057**	**$ 2,225,883**

Recent uptick in preservation expenditures to address paving backlog

Maintaining Our System

May need to increase historic expenditures due to…

- Aging infrastructure, incl. bridges
- Pavement preservation
- Removal of hazard trees
- Guard rail replacement/gaps
- Slope stability
- New/increased standards for culverts, fish passage, and ADA
- Responding to stormwater events
- Increased public expectations

Initial Universe of Projects

Total Projects: 137

- Existing Plans
- Outreach
- Site visits

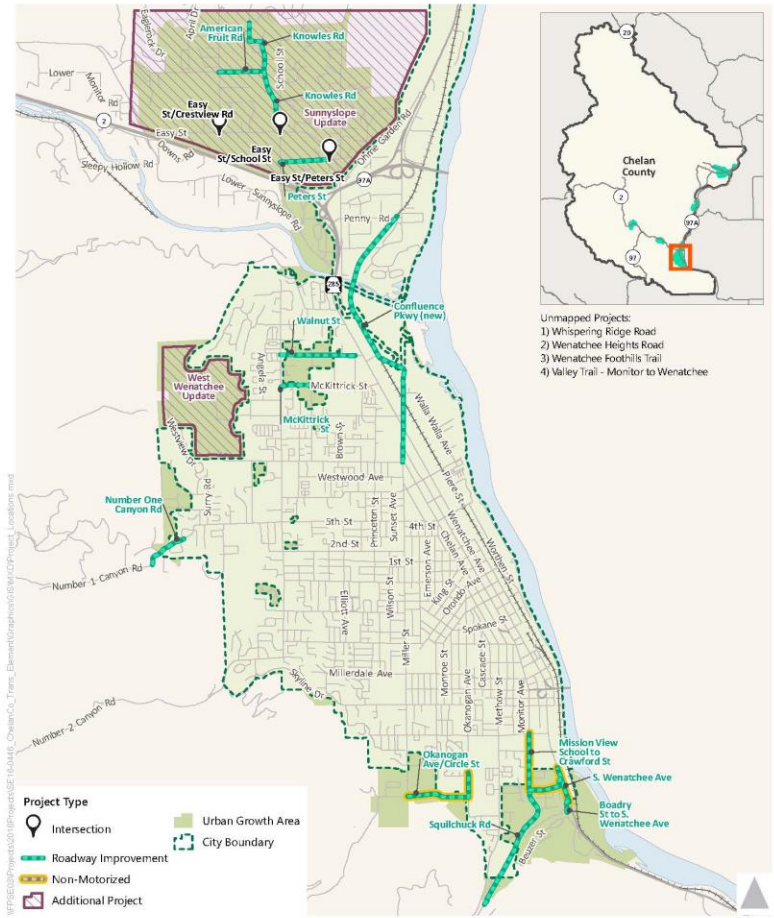


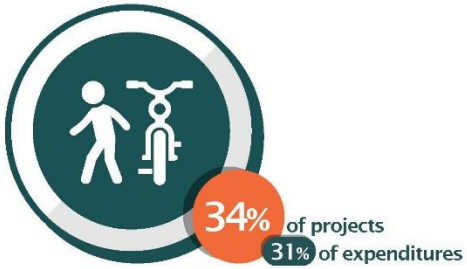
Figure 1
Project Locations
Wenatchee

Project Evaluation

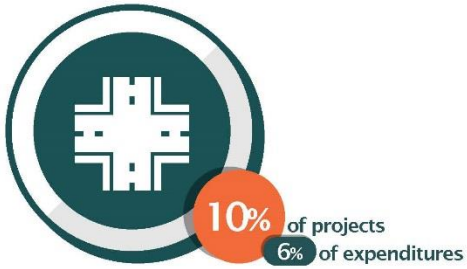
Goal	Metric Description	Ranking
1. Maintain What We Have	Does the project include a maintenance, rehabilitation, or bridge replacement component?	4 = Bridge replacement/rehab 3 = Major reconstruction 2= Other maintenance 0= Not maintenance
2. Safety	Does the project address a location with a history of injury/fatality collisions or identified modal conflicts?	4= Fatality/injury and/or bike/ped collision or hot spot identified by county staff, public or consultants 2= Project description reflects safety enhancement 0= Other
3. Ensure Financial Viability	Does the project leverage outside funding sources/have multiple funding partners?	4= Yes 0= No
4. Support Land Use	Does the project support future growth or improve auto LOS?	2= Project needed to maintain LOS standard 1= Projects that benefit auto circulation 0= Other
	Does the project provide needed connections to key land-uses: farm-to-market, recreation, employment, forestry, etc.	2= Connects two or more destinations 1= Connects to one destination 0= Connects to less than one destination
5. Environmental Stewardship	Does the project support fish passage and/or storm water drainage?	2= Supports fish passage or storm water drainage 0= Other
	Does the project support multimodal travel?	2= Transit/Bike/Ped 1= Indirectly Improves Transit/Bike/Ped 0= No
6. Be An Active Partner	Is this project regionally significant?	4= Yes 0= No

Projects by Type

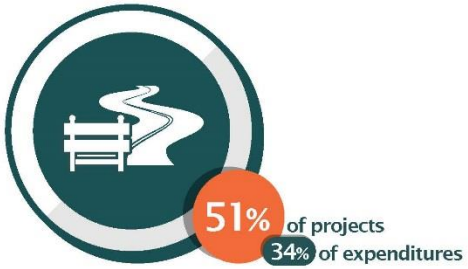
Non-Motorized Improvements



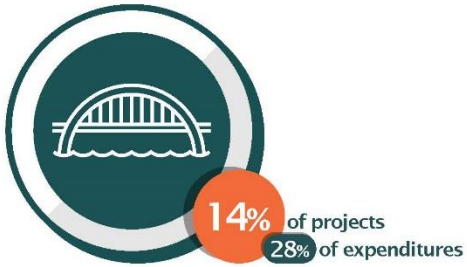
Intersection



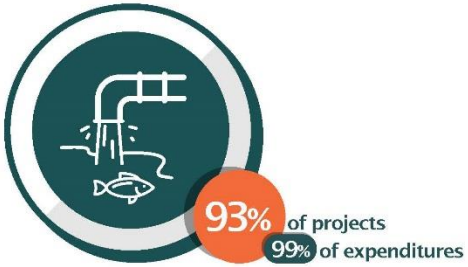
Roadway Improvement/ Maintenance



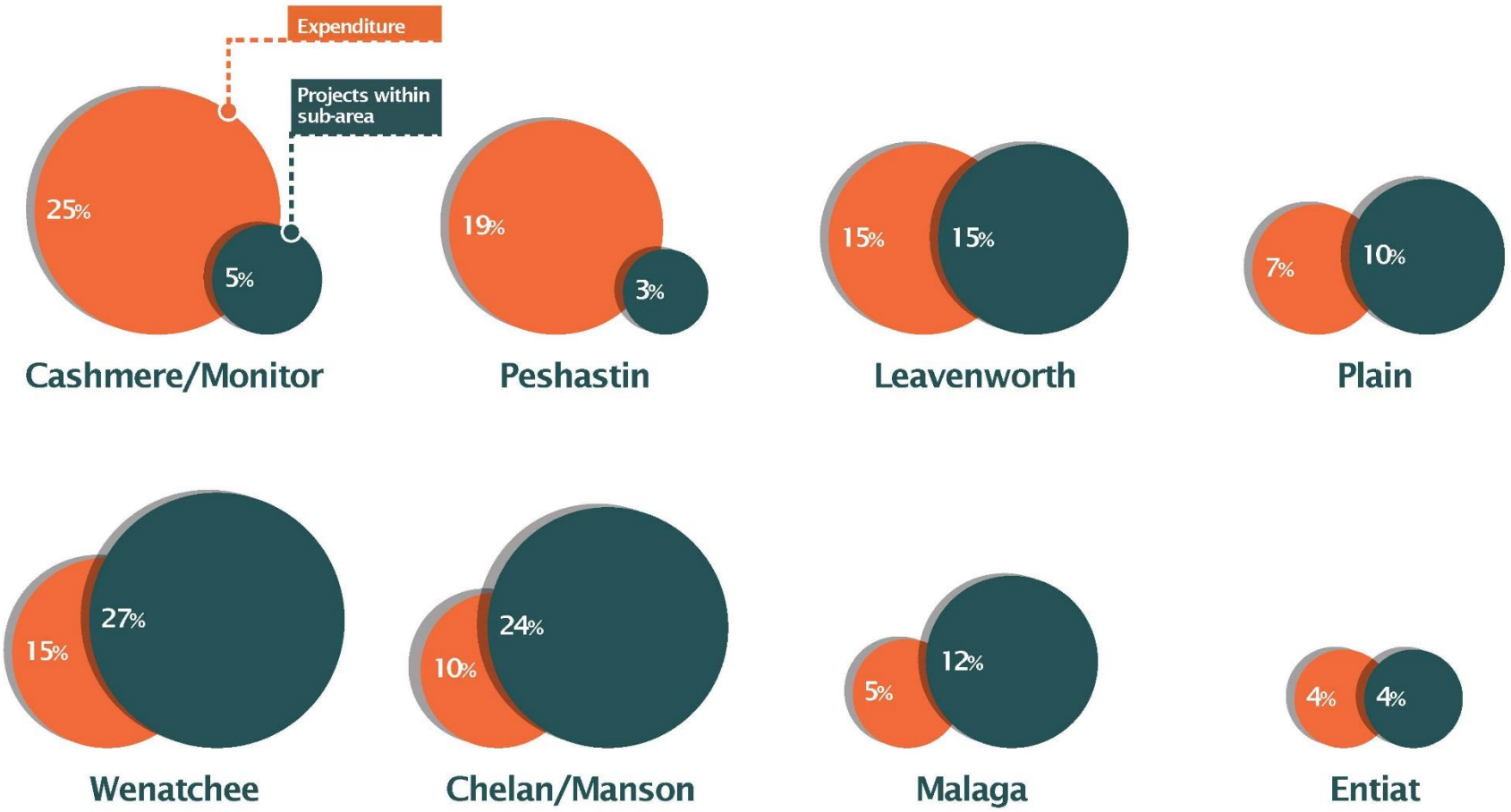
Bridge



Fish Passage or Stormwater Drainage



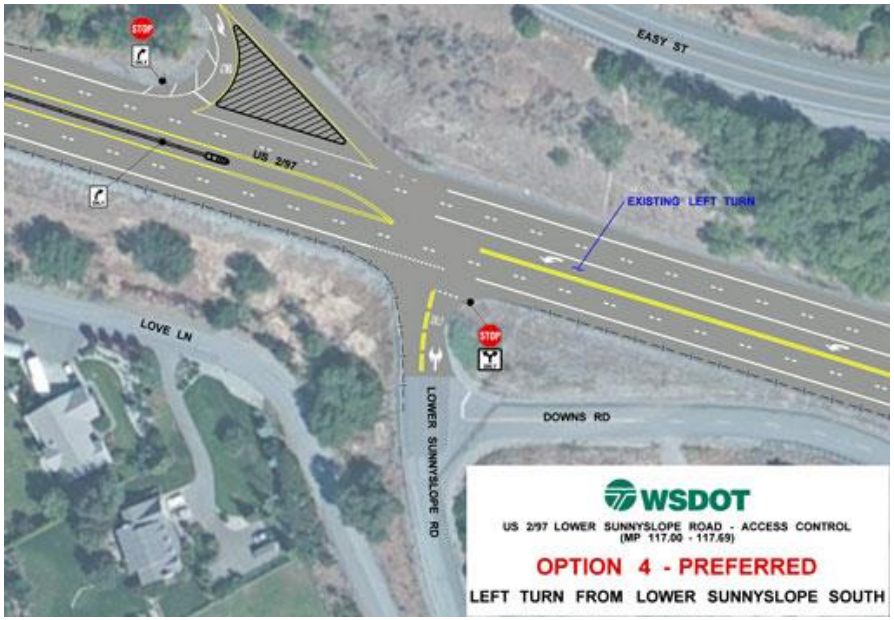
Projects within Sub-Area vs. Expenditures by Area



County capital projects only; does not include maintenance or other programmatic expenditures

Other Regional Priorities

- Confluence Parkway
- Intersections along US 2 and SR 97A
- USFS – Schedule A Roads



How Do We Pay For the Plan?

Types of Expenditures

- **Programmatic (maintaining and operating the system)**
  - Administration and operations
  - Maintenance
  - Preservation
- **New Capital Projects**

How Do We Pay For the Plan?

Forecast through 2036:

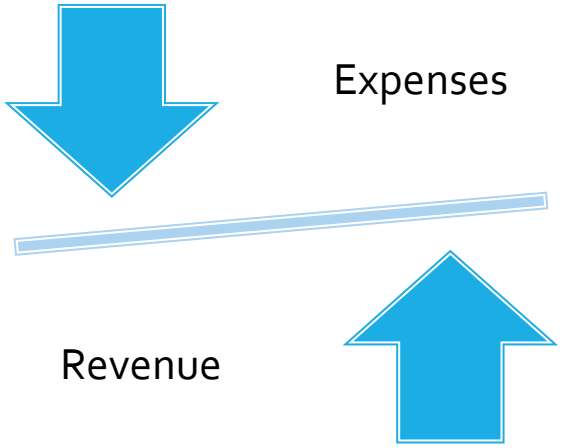
Future Revenues for Transportation Capital Projects, 2017-2036 (2016$)

	2017 - 2021	2022 - 2026	Total, 2017 - 2026	2027 - 2036	Total, 2017 - 2036
Total Revenue	$ 63,610,000	$ 69,110,000	$ 132,720,000	$ 156,790,000	$ 289,510,000
Administration & Operations	$ 9,260,000	$ 9,700,000	$ 18,950,000	$ 20,520,000	$ 39,470,000
Maintenance	$ 28,590,000	$ 29,950,000	$ 58,540,000	$ 63,370,000	$ 121,910,000
Preservation	$ 4,780,000	$ 5,010,000	$ 9,800,000	$ 10,610,000	$ 20,400,000
Total Programmatic Expenditures	$ 42,630,000	$ 44,660,000	$ 87,290,000	$ 94,500,000	$ 181,780,000
Remaining Revenue for Capital Projects	$ 20,980,000	$ 24,450,000	$ 45,430,000	$ 62,290,000	$ 107,730,000

How Do We Pay For the Plan?

Two categories of strategies to fill funding gaps:

1. **Increase revenue** through increases in existing funding tools or implementation of new funding or financing tools, or,
2. **Decrease expenses** by decreasing level-of-service or further prioritizing the capital projects list.



How Do We Pay For the Plan?

Existing Tools

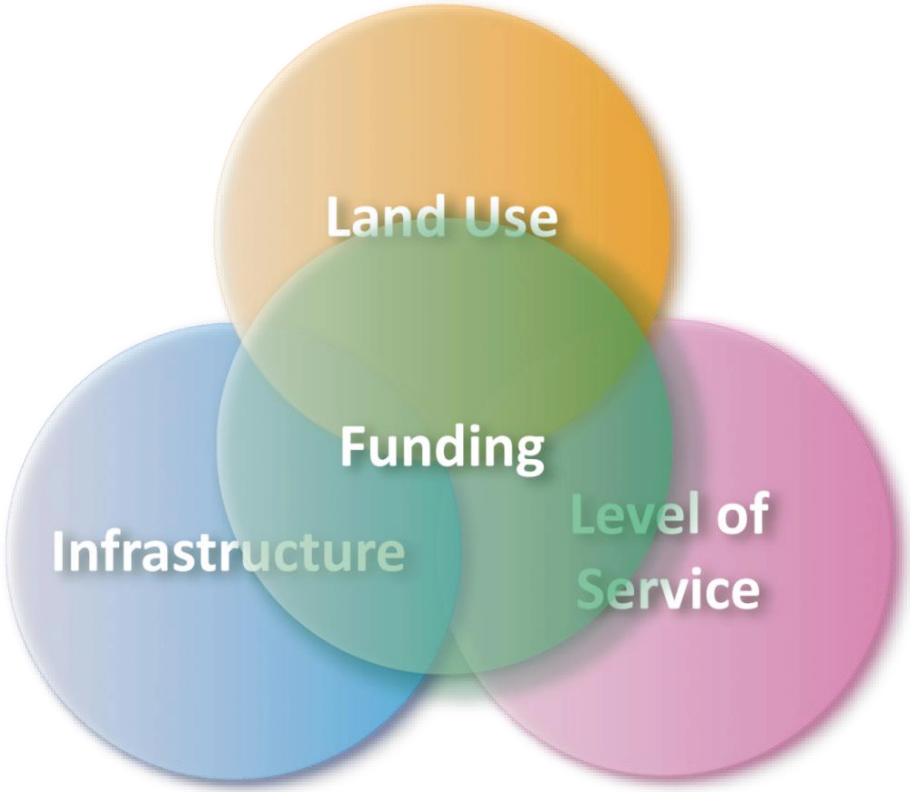
- **County Roads Levy (Property taxes)**
- **Real Estate Excise Tax (REET 1 & 2)**
- **General Fund Appropriations**
- **Sale of Existing Capital Assets**

New Tools

- **Transportation Benefit District (MVET or SUT)**
- **Roadway Improvement Districts**
- **Drainage Districts**
- **Levy Lid Lift**
- **Transportation Impact Fees**
- **Financing tools:**
  - Limited tax GO bonds
  - Unlimited tax GO bonds
  - Public-Private Financing

Next Steps

- Public Outreach
- Finalize Project List
- Refine Financial Plan
- Draft Plan in Early 2017



Questions?

Kendra Breiland
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VII. APPENDIX G – PUBLIC OPEN HOUSE MATERIALS AND COMMENTS

What is a Transportation Element?

- **Planning for how people move in and through Chelan County in the future.**
- **Considering all modes including pedestrians, bicyclists, transit users, motorists, freight, and more!**

GROWTH MANAGEMENT ACT REQUIREMENTS

- ☑ Align with land use
- ☑ Coordinate with other governmental entities
- ☑ Set goals and performance measures to track them
- ☑ Form a financially-constrained project list




THE TRANSPORTATION PLAN PROCESS

County Mobility Goals

- Identifies priority users on individual streets
- Based on existing travel patterns and input from County staff, stakeholders, and community members

Evaluate Performance by Mode

Auto · Transit · Pedestrian · Bicycle · Freight

Plan Implementation Items

- 20 Year Project List
- 6 Year Capital Improvement Program
- Concurrency
- Funding Sources

The following goals are proposed to help shape Chelan County's Transportation Future

PROJECT GOALS

Maintain what we have

1

Safety

2

Ensure financial viability

3

Supports land use

4

Environmental stewardship

5

Be an active partner

6

County of Chelan Washington State

Ongoing Programmatic Expenditures

One of the goals of the Transportation Element is to make sure that we take care of what we already have, in addition to considering new projects.

PROGRAMMATIC EXPENDITURES INCLUDE:

Pavement Preservation
Includes traditional pavement overlays and pothole repair. This program also improves sidewalk curb ramps and other street features.

Roadway Maintenance
Routine and ongoing activities such as snow and ice control.

Administration & Operations
Public works transportation administration and support; engineering and planning services that support transportation capital projects.

Capital Outlay
Buildings and maintenance facilities that support the transportation program.

Future Needs Influenced By:

- ☑ Aging infrastructure and bridges.
- ☑ Safety needs such as removal of hazard trees, guard rail replacement/gaps, and improving slope stability.
- ☑ New and increased environmental and ADA standards.

County of Chelan Washington State

Transportation Issues & Opportunities

WHAT WORKS WELL AND WHAT CAN BE IMPROVED IN CHELAN COUNTY?

	Going Well	Room For Improvement
Traffic Congestion		
Sidewalks, Trails, Bikeways		
Freight Movement		
Safety on Neighborhood Streets (Speed of Traffic, Lighting)		
Safety on Arterial Streets (Speed of Traffic, Crosswalks)		

	Going Well	Room For Improvement
Roadway Maintenance (Pavement Condition, Snow Removal)		
Convenient Connections (I can easily get where I want to go using the mode of my choice)		
Bus Service		
Other (Write your priority here)		

County of Chelan Washington State

How Do We Pay for the Plan?

This Plan will guide how Chelan County invests through 2037 in maintaining and upgrading its roads, bridges and trails. To align the plan with available funds, the County will need to consider increasing revenues and/or decreasing overall expenses.

Two Strategies to Fill Funding Gaps

Increase Revenue

From existing funding sources or implementation of new funding or financial tools.

Expenses

Revenue

And/Or

Decrease Expenses

Reduce programmatic expenditures, further prioritize the capital project list, or reduce the level of service.

Expenses

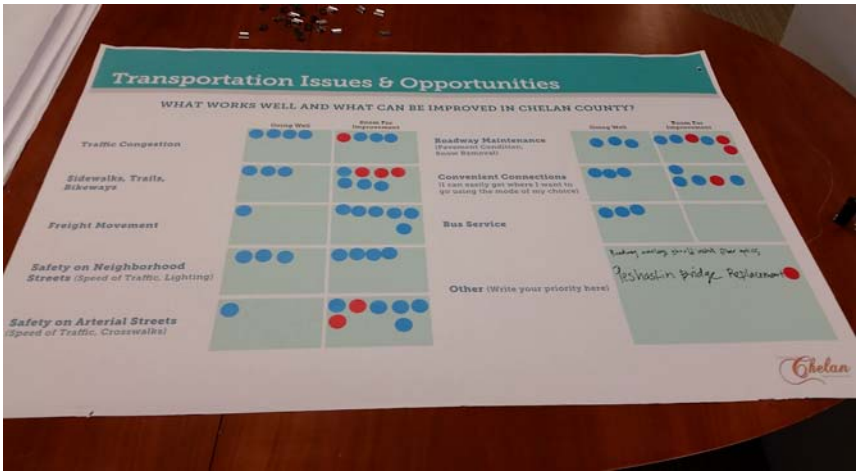
Revenue

Potential New Revenue Sources

- Transportation Benefit District (vehicle license fee or sales tax)
- Local Option Fuel Tax
- Roadway Improvement Districts
- Drainage Districts
- Levy Lid Lift
- Transportation Impact Fees
- Financing Tools:
  - General Obligation bonds
  - Public-Private Financing

County of Chelan Washington State

Chelan County TE Public Open House - 11/30/2016		
Comments	**Commentor**	**Contact Info**
Comment Cards / Emails		
$2,000,000 to rehabilitate and/or upgrade Goodwin Road. Far too much money for that short section of road. Lower the expectations! This is tax money, not free money. Property owners have limits to their income, so must DOT-Federal, State, County, Local	Jerry Loeffelbein	jloeffelbein@juno.com
Please consult w/ WSDOT on projects that will have major impacts to SR operations	Nick Manzaro	Manzarn@wsdot.wa.gov
1. Cotlets Way / US 2 / Tichenal Way - stacking of LTs from US 2 to Cashmere b/c of very tight spacing btw Tichenal and US 2. WB LTs sometimes block EB traffic on US 2 2. Significant US 2 gridlock from Smallwoods to Tumwater Canyon identified as mobility deficient by WSDOT 3. Steven's Pass overflow parking spilling onto the highway and blocking traffic in winter	Nick Manzaro	Manzarn@wsdot.wa.gov
Prioritization of Leavenworth Projects	Nate Pate	Leavenworth
How about a county "potholes" hotline & a commitment to fill within 48 hours. How about a discussion about new housing developments that dump more traffic on narrow, unimproved county roads.	Chuck Largent	509-670-7577
Verbal Comments		
Reevaluate relative costing of Goodwin Road – seems out of line with cost developed for Binder-Tigner	Jerry Loeffelbein	
WSDOT is interested in places where we can improve multimodal accommodation, especially along the state system and in locations that connect with the state system	WSDOT Bike/Ped Coordinator	
Reorder Leavenworth projects	Nate Pate	
Show Upper Valley Trail – off highway version – as vision project or regional priority	Nick Manzaro	
Consider increasing priority of Peshastin bridge	Steve Keene	
Main Street grade separated crossing in Peshastin	Steve Keene	
Easy, Euclid, and Penny – posted speed limit is 30, code is 40	Gary Owen	
Extend School Street improvements between US 2 and Easy Street	Gary Owen	
Warehouses along Boetzkes are now mainly used for Boat Storage so it might impact the Truck Route study	Lilith Yamagachi	
Note new development roadway in Leavenworth from Titus road to Chumstick Hwy	Nate Pate	
Peshastin Main Street Bridge meets Finance Goal	Steve Keene	
Wenatchee currently working on Sewer Comp Plan for Sunnyslope	Gary Owen	



VIII. APPENDIX H – WSDOT FACILITY LEVEL OF SERVICE ANALYSIS

The following table provides our analysis of WSDOT Facilities through Chelan County including US 2, SR 97 A, and SR 285. Counts were provided by WSDOT through Permanent Traffic Recorders and the online traffic interactive map. Peak hour volumes were found for 2015. These volumes were used to forecast peak volumes in 2037, May 2037 and August 2037 volumes by applying a seasonal adjustment factor described in the Short Count Factoring Guide. This adjustment was applied as many people travel to and through Chelan County for recreation in the summer months. Additionally, a one percent growth rate was applied which accounted for surrounding land use growth patterns and additional traffic through the county. In 2016, all analyzed freeway segments meet the WSDOT LOS standards. However, in 2037 Stevens St from S Mission St across the Senator George Stellar Bridge is forecasted to have an LOS E which will not meet WSDOT's standards. This is consistent with Chelan-Douglas Transportation Council's Transportation 2040 which has identified that corridor as a delay corridor.

Road Name	Count year Peak Volume	Date	Count Year	Month	2015 Peak vollume	2015 May vols	2015 August vols	2037 peak vols	2037 May vols	2037 August vols	LOS Standard	2016 LOS	Flow (Signalized, Freeway or Highway)	Number of Lanes	Divided Median? (Y/N)	Exclusive Left Lane? (Y/N)	Exclusive Right Turn lane (Y/N)	Flow Base Capacity B	Flow Base Capacity C	Flow Base Capacity D	Flow Base Capacity E	Base Capacity B	Base Capacity C	Base Capacity D	Base Capacity E	Multi, undivided, no left	Multi, undivided, left	Final Capacity B	Final Capacity C	Final Capacity D	Final Capacity E	LOS Standard (Manual)	Failing Capacity	2015 Peak LOS	2015 May LOS	2015 August LOS	2037 LOS	2037 May LOS	2037 August LOS	Fails?
US 2 west of US 2 / SR 97 Interchange to Cotlets Way	1430	8/18/2015	2015	8	1430	1144	1430	1780	1424	1780	D	B	Highway	4	Y	Y	N	3300	4660	5900	6530	x	x	x	x	0	0	3300	4660	5900	6530	D	5900	B	B	B	B	B	B	N
US 2 west of Cotlets Way to SR 97 Interchange	2147	8/18/2015	2015	8	2147	1718	2147	2672	2138	2672	C	B	Highway	4	Y	Y	N	3300	4660	5900	6530	x	x	x	x	0	0	3300	4660	5900	6530	C	4660	B	B	B	B	B	B	N
N Chelan Ave from N Miller St to Palouse St	3093	8/18/2015	2015	8	3093	2474	3093	3850	3079	3850	D	B/C	Signalized	6	N	N	N	x	x	x	x	5250	5250	5390	5390	-0.25	0	3940	3940	4040	4040	D	4040	B/C	B/C	B/C	B/C	B/C	B/C	N
N Miller St from N Wenatchee Ave to N Chelan Ave	3000	8/18/2015	2015	8	3000	2400	3000	3734	2987	3734	D	B/C	Signalized	6	Y	N	N	x	x	x	x	5250	5250	5390	5390	0	0	5250	5250	5390	5390	D	5390	B/C	B/C	B/C	B/C	B/C	B/C	N
N Mission St from N Miller St to Palouse St	3000	8/18/2015	2015	8	3000	2400	3000	3734	2987	3734	D	B/C	Signalized	6	Y	N	N	x	x	x	x	5250	5250	5390	5390	0	0	5250	5250	5390	5390	D	5390	B/C	B/C	B/C	B/C	B/C	B/C	N
N Wenatchee Ave from Easy St to N Miller St	3093	8/18/2015	2015	8	3093	2474	3093	3850	3079	3850	D	B/C	Signalized	6	Y	N	N	x	x	x	x	5250	5250	5390	5390	0	0	5250	5250	5390	5390	D	5390	B/C	B/C	B/C	B/C	B/C	B/C	N
S Chelan Ave from Palouse St to Spokane St	3000	8/18/2015	2015	8	3000	2400	3000	3734	2987	3734	D	B/C	Signalized	6	Y	N	N	x	x	x	x	5250	5250	5390	5390	0	0	5250	5250	5390	5390	D	5390	B/C	B/C	B/C	B/C	B/C	B/C	N
S Mission St from Palouse St to Stevens St	3000	8/18/2015	2015	8	3000	2400	3000	3734	2987	3734	D	B/C	Signalized	6	Y	N	N	x	x	x	x	5250	5250	5390	5390	0	0	5250	5250	5390	5390	D	5390	B/C	B/C	B/C	B/C	B/C	B/C	N
S Chelan Ave from Spokane St to S Mission St	3655	8/18/2015	2015	8	3655	2924	3655	4549	3640	4549	D	B/C	Signalized	6	Y	N	N	x	x	x	x	5250	5250	5390	5390	0	0	5250	5250	5390	5390	D	5390	B/C	B/C	B/C	B/C	B/C	B/C	N
Stevens St from S Mission St across Senator George Sellar Bridge	4952	8/18/2015	2015	8	4952	3962	4952	6164	4932	6164	D	D	Highway	4	N	Y	Y	3300	4660	5900	6530	x	x	x	x	0	-0.05	3140	4430	5610	6200	D	5610	D	C	D	E	D	E	Y
SR 97A north of US 2/SR97 Interchange	630	8/18/2015	2015	8	630	504	630	784	627	784	C	B	Highway	2	Y	N	N	770	1530	2170	2990	x	x	x	x	0	0	770	1530	2170	2990	C	1530	B	B	B	C	B	C	N