CITY OF CLE ELUM

TRANSPORTATION ELEMENT

Prepared by:

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PROJECT NO. 17156E

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TRANSPORTATION ELEMENT

April 2019

BACKGROUND

A. Purpose

The Transportation Element considers the movement of people and goods in relation to existing land use and to the desired future development pattern as stated within the Land Use Element. The Transportation Element considers both motorized and non-motorized forms of transportation, and private and public means of transportation. The Transportation Element also coordinates the needs of the local transportation system within the transportation network of adjoining jurisdictions and the larger region.

The City of Cle Elum's (City) goal is to provide a "balanced" multi-modal transportation system that will support land use patterns, and adequately serve existing and future residential and employment growth in the City.

B. Growth Management Act (GMA) Requirements

The goal of the Growth Management Act (GMA) is to encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with City and County comprehensive plans. The GMA requires communities to apply the concepts of consistency and concurrency when addressing transportation issues.

Consistency means no feature of a plan or regulation is incompatible with any other feature of a plan or regulation. Consistency allows orderly integration with other elements in a system. Consistent features and elements of the plan are compatible to the extent they can coexist and not preclude the accomplishment of other features or elements.

Concurrency means adequate capital facilities are available at the time the impacts of development occur, or within six years of such development. Within the GMA, concurrency is required for transportation actions, such as development projects, that affect transportation routes the Washington State Department of Transportation (WSDOT) has functionally classified as arterial streets or transit routes. Municipalities may optionally apply concurrency ordinances to other roadway classifications and to capital facilities.

The GMA requires the Transportation Element include discussion of the following topics:

- Land use assumptions used in estimating travel;
- Estimated impacts to state-owned transportation facilities and services;
- Facilities and service needs, including:
    - An inventory of air, water, and land transportation facilities and services, including transit alignments to define existing capital facilities and travel levels as a basis for future planning;

- Level of service standards (LOS) for all arterials and transit routes to serve as a gauge to judge performance of the system. These standards should be regionally coordinated;
- Specific actions and requirements for bringing into compliance any facilities or services that are below established LOS standard;

- Forecasts of traffic for at least 10 years based on the adopted land use plan to provide information on the location, timing, and capacity needs of future growth;
- Identification of system expansion needs and transportation system management needs to meet future demands;
- Intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land assumptions on the transportation systems of adjacent jurisdictions;
- Demand-management strategies;
- Pedestrian and bicycle planning; and
- Finance, including:
  - An analysis of funding capability to judge needs against probable funding resources;
  - A multi-year financing plan based on the needs identified in the Comprehensive Plan, the appropriate parts of which shall serve as the basis for the six-year street, road, or transit program required by RCW 35.77.010 for cities, RCW 36.81.121 for counties, and RCW 35.58.2795 for public transportation systems; and
  - If probable funding falls short of meeting identified needs, a discussion of how additional funding will be raised or how land use assumptions will be reassessed to ensure LOS standards will be met.

Communities with adopted LOS standards must adopt and enforce ordinances which prohibit development approval if the development causes the LOS on a transportation facility to decline below the standards adopted in the Transportation Element of the Comprehensive Plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development. These strategies may include increased public transportation service, ride sharing programs, demand management, and other transportation systems management strategies.

C. Transportation Element Certification

The City's Transportation Element must be consistent with the *Quad County Regional Transportation Plan 2017-2037 (RTP)* established by the Lead Agency - Lincoln County Public Works Department, and the Regional Transportation Planning Organization (RTPO) for Adams, Grant, Kittitas, and Lincoln Counties. The Transportation Element must also implement, and be consistent with, the City's Land Use Element, as well as the Kittitas Countywide Planning Policies and State growth management goals. After review of the City's Transportation Element, it was determined it is consistent with the RTP and the GMA, as follows:

- The Transportation Element and associated application for certification were submitted for consideration on April 19, 2019, an addendum was submitted to provide additional detail on May 17, 2019, and all documents were reviewed by the RTPO Lead Agency staff at Grant County Public Works.

- The QUADCO Transportation Policy Board (Board) reviewed the completed the Transportation Element Review Checklist on June 06, 2019 and certified the City of Cle Elum's Transportation Element.

D. Relationship to Other Elements

The Transportation Element must be consistent with other elements of the Comprehensive Plan. It must support the desired development pattern and desired growth rates. In turn, the Transportation Element's goals and objectives must be consistent with and supported by the Land Use Element, Capital Facilities Element, Housing Element, and other portions of the Comprehensive Plan. The Transportation Element must support the concurrent development of transportation facilities as growth occurs.

E. Applicable Countywide Planning Policies

In addition to following State of Washington requirements, planning efforts in Cle Elum require consistency with Kittitas County Countywide Planning Policies (CWPP). The CWPP recognizes cities as the providers of urban governmental services as identified in the GMA and adopted urban growth management agreements. The CWPP associated with Cle Elum's Transportation Element can be found in Appendix A.

F. Major Transportation Considerations

- The City has identified that a balanced approach to parking is a major consideration.
    - How will the City balance enough parking to encourage full use and enjoyment of recreational and business demand with optimization of property for commercial development?
- The urban growth area defines where the City is financially capable of providing urban services and the areas it may ultimately annex.
    - If these areas request annexation, how will the City bring these areas up to its standards for streets, lighting, sidewalks, etc.?
- The City has recently developed economic development and revitalization plans.
    - What improvements to the transportation network will support the City's goals in other areas, especially land use and economic development?
- The City evaluates mobility and connectivity in the City and between communities.
    - What are the present and future mobility needs in and how can they be met?
- A strong desire for connection to nearby regional trails has been expressed by the public during planning efforts for the development of both the Bicycle and Pedestrian Plan and the Parks and Recreation Plan.
    - How and when should the City begin coordination with all parties necessary to make those connections a reality?
- Because the City provides a hub of services to surrounding communities, the City's roadways are frequently used by others.
    - How can the City seek funding to pay for what may be a disproportionate share for maintenance of regionally significant roadways?

- A comprehensive sidewalk system in the central business district has been included as an element in the Downtown Revitalization Plan.
    - Are additional sidewalks or other pathways needed for public safety, now or in the future?
    - Is a sidewalk improvement program needed?

EXISTING CONDITIONS – TRANSPORTATION SYSTEMS

A. Roads and Streets

The City of Cle Elum's area is served by a network of roadways and streets. All these roadways and streets, both within the City and in unincorporated Kittitas County, are categorized under the Federal Functional Classification System (FFC). Figure 1, on page 20, shows the existing transportation network with associated federal functional classifications in and adjacent to the City.

The main roadways serving the City are: Interstate 90 (I-90) connecting the City of Cle Elum with the cities of Seattle and Ellensburg; SR 903 connecting the City of Cle Elum with the City of Roslyn to the west; SR 970 connecting to US 97 through and north of the settlement of Teanaway to the east; SR 10 which divides from SR 970 at Teanaway and continues east to the City of Ellensburg; and South Cle Elum Way connecting the City of Cle Elum with the City of South Cle Elum across the Yakima River.

The City is arranged in a classic street grid pattern with primary streets oriented east to west. The commercial core historically developed along the First Street corridor (SR 903), between the SR 970 / I-90 Interchange at the east end of the corridor to Oakes Avenue at the west end. Second Street is north of and parallels the First Street corridor. Second Street has fewer traffic controls, carries less truck traffic, and was identified in the recent Bicycle and Pedestrian Plan as the initial, prioritized bicycle and pedestrian corridor.

Though the City is predominately located north of I-90, its city limit boundary extends south of the Interstate and the Yakima River on the west side of the City and is adjacent to and just east of the City of South Cle Elum's city limits. South Cle Elum Way is the only arterial that travels under the Interstate and spans the Yakima River, connecting this bisected area of the City. The City of Cle Elum coordinates closely with Kittitas County regarding this arterial as the bridge supporting South Cle Elum Way across the Yakima River is owned and maintained by the County.

B. Rail Facilities and Locations

There is currently no passenger rail service in Kittitas County. Existing rail lines that traverse the City are operated by Burlington Northern Santa Fe (BNSF) Railway. The nearest passenger rail terminal is in Leavenworth, where Amtrak trains stop en route from Portland to Spokane and points east on the Empire Builder route.

The City of Cle Elum area is served by rail via the BNSF Railway main line which runs from Auburn eastward through King County, Kittitas County, Yakima County, and Benton County to Kennewick. The rail lines in the City are located north of the Yakima River and I-90 and south of SR 903 at the east end of the City. The rail lines cross under I-90 and over South Cle Elum Way continuing on the north side of the Yakima River as they depart the City. The at-grade crossing of South Cle Elum Way occurs just north of the bridge connecting the north and south neighborhoods of central Cle Elum. When in use by trains, this at-grade crossing ceases north – south motorized and non-motorized mobility in this part of the City.

Abandoned BNSF rail line that was located north of and intersected with the active main line traverse northwest to the community of Ronald, has been converted into City's part of a regional trail system.

C. Airports

Cle Elum Municipal Airport is located one mile east of the City. The City has owned and operated the general aviation airport since 1959. The concept of "general aviation" includes all aviation, except scheduled commercial passenger airline service and military operations.

The Cle Elum Municipal Airport has one primary Runway (7-25) measuring a length of 2,379 feet. The airport is designed for aircraft in the B-1 (small) ARC category. The primary runway can accommodate aircraft less than 12,500 pounds. The aircraft apron is not paved. Steel cables are provided for aircraft tie-down and there is no charge for using the tie down area. There are five privately owned hangers at the airport located on leased City property, and currently there are no other private or public hangers for lease. There are no phone or fuel facilities at the airport and no shuttle service.

The closest commercial service airport to the City of Cle Elum is Yakima Air Terminal (YKM), 47.2 miles south east of Cle Elum and serves as a commercial node for passenger and cargo aircraft. The Yakima Air Terminal – McAllistar Field (YKM) is located within the city limits of Yakima. In addition to serving the Yakima Valley, the airport serves Yakima County and portions of Kittitas, Klickitat, and Lewis Counties.

The Yakima Airport has one primary Runway (9/27) measuring a length of 7,604 feet and a secondary crosswind Runway (4/22) measuring 3,835 feet. The 2015 Airport Master Plan includes extending Runway 9/27 from 7,604 feet to 8,800 feet to accommodate larger commercial and military aircraft. The airport has a number of ground-based instrumentation (ILS- VOR/DME) as well as satellite-based (GPS) instrument approaches to accommodate aircraft operations during inclement weather. The primary runway can accommodate aircraft up to 160,000 pounds with dual-wheel configuration while the crosswind runway can withstand an aircraft up to 80,000 pounds. The airport conveniently has an Air Traffic Control Tower to manage arriving and departing aircraft and is operational from 6:00 a.m. till 10:00 p.m. seven days a week.

In 2009, the Yakima Airport handled approximately 58,994 passengers who boarded commercial aircraft prior to the downturn of the economy. Currently, the airport provides four roundtrip flights per day operated on Alaska Airlines' Q-400 aircraft. Forecasting passenger demands is critical in the overall planning for the airport, of which the 2015 Airport Master Plan update projects enplanements to be 75,508 by 2020. The number of actual enplanements in 2016 was approximately 97.2% of this forecasted number at 73,378.

D. Public Transportation

1. Regional Bus Service

Regional bus service is provided by Greyhound Bus Lines. Greyhound Bus Lines has a terminal in Ellensburg. Greyhound provides service to Seattle and Spokane via I-90, and service to Yakima via I-82 from Ellensburg.

The Central Washington Airporter Shuttle provides an alternative to driving to Seattle with one stop in Cle Elum, one stop in North Bend, and two stops in Seattle.

2. Local Bus Service

The City of Cle Elum does not operate a local bus service.

3. Demand Response Transportation Service

Demand response transportation service allows users of this service to call ahead to arrange for transportation services at an agreed upon day and time. These transportation services are provided for elderly persons for trips involving nutrition, medical attention, and shopping. Trip requests are prioritized based on need, with trips involving nutrition or medical services given the highest priority.

HopeSource demand response transportation services are available in the City's area. HopeSource prioritizes services for senior medical and nutrition, general public medical, social services, and employment. HopeSource reports that 43% of rides are employment based, occur in the morning and evening and predominantly provide mobility between Ellensburg and Cle Elum.

People For People, a private non-profit organization, provides demand response services for eligible elderly and handicapped citizens. People for People also acts as the broker for DSHS Medicaid eligible clients and arranges the most appropriate and cost-effective transportation service for clients attending covered Medicaid services. Arrangements may include; gas vouchers, mileage reimbursement, volunteer driver, taxi, lift equipped wheelchair vehicles, as well as Greyhound tickets for travel to out of area medical facilities. The City of Cle Elum ridership consisted of 621 ambulatory trips and 25 non-ambulatory trips last year (2016).

4. 2018 Coordinated Public Transit-Human Services Transportation Plan (HSTP)

The City was part of a public transportation coalition formed to explore public transportation needs in Kittitas, Grant, Lincoln, and Adams counties (members of the QUADCO RTPO) during development of the Human Services Transportation Plan (HSTP) for this rural planning region. The group met to identify public transportation needs, strategized how to address the needs with a range of transportation options, and prioritized them for the HSTP.

The HSTP is developed in response to the federal Moving Ahead for Progress in the 21st Century (MAP-21) Act, which requires that communities develop a coordinated public transit and human services transportation plan to be eligible for certain Federal Transit Administration funding. The 2017 Kittitas County Mobility Summit Meeting called for the following City of Cle Elum services:

- Fixed bus route with loop of Ellensburg-Cle Elum-Roslyn-Ronald.
- Carpooling/Rideshare service.
- Community Outreach and Life Skills Center (COAL) is working with HopeSource to create a route to provide service for homeless from Cle Elum to Ellensburg.

The most recent HSTP was adopted on May 24, 2018. In November 2018, QUADCO will provide to WSDOT a regional ranking of the projects and programs submitted for the

2019-2021 Public Transportation Consolidated Grant Program. Although application sponsors are responsible for submitting individual applications to WSDOT, QUADCO provides regional significance in their ranking process, resulting in additional points added to some projects and programs. The process for ranking follows the Measurement Tool for Prioritization of Community Priorities described in Chapter 9 of the HSTP. Some of the bulleted services identified in the previous paragraph will likely be prioritized during the 2019-2021 funding cycle.

5. Quad County Regional Transportation Plan 2017-2037 (RTP)

The RTP was updated by the lead agency - Lincoln County Public Works Department, and the Regional Transportation Planning Organization (RTPO) for Adams, Grant, Kittitas, and Lincoln Counties., in compliance with MAP-21. Strategies to reduce peak period travel demands are included in the RTP as well as strategies for expanding transit to meet future travel demands throughout the four-county region. The RTP recognizes a need to expand demand response service in this area and to coordinate with existing and expanded rural transit service to regional services and facilities. The transit and transportation demand management strategies include:

- Expand People for People Community Connector service to directly serve medical and educational facilities.
- Promote alternative modes of transportation such as walking, biking, carpooling, and vanpooling.

E. Non-motorized Transportation

Non-motorized transportation, in general, refers to pedestrian and bicycle modes of travel. Walking and bicycling are integral parts of the transportation system. Every trip begins and ends as a pedestrian trip. People use bicycles to commute to work and school, for utilitarian trips such as visiting friends and shopping, and to make connections to transit or other intermodal facilities. A benchmark of making a community a desirable place to live is its pedestrian access and bicycle facilities.

1. Pedestrian and Bicycle Pathways

A linked system of sidewalks is the most obvious and economical pedestrian pathway network for the City of Cle Elum. Many of the streets in the Downtown area in Cle Elum having full or partial sidewalks on at least one side of the street require replacement and installation of ADA amenities to become functional for people of all ages and abilities. The public / private association known as the Downtown Association has been developing a plan to encourage thematic standards for making the business district more inviting and walkable. In addition to the pedestrian improvements originating from the Downtown Association, the City has recently produced an initial Bicycle and Pedestrian Plan and a Parks and Recreation Plan highlighting many city-wide future improvements.

The City has a number of non-motorized transportation projects planned as part of the 2019-2024 Transportation Improvement Program (TIP) in Appendix C. The highest profile project planned for the City of Cle Elum, completely inclusive to their City Limits, is the 2nd Street Phase 1 and Phase 2 Improvements. Other top priority projects

appearing in both the Bicycle and Pedestrian Plan and the Parks and Recreation Plan, are for connections from the City to regional trails.

In four of the six years of the TIP, the City is planning sidewalk or multi-purpose pathway construction either as a stand-alone project or as an element of a roadway project.

The City passed a Complete Streets Policy in 2016 with which to increase intermodal transportation and is consistent with *Quad County Regional Transportation Plan 2017-2037 (RTP)*, the *2016 QUADCO Coordinated Public Transit-Human Services Transportation Plan*, *Washington State's Bicycle Facilities and Pedestrian Walkways Plan*, and the *Kittitas County Park, Recreation & Open Space (PROS) Plan* to name a few.

2. *Kittitas County Park, Recreation & Open Space (PROS) Plan*

On June 9, 2016, Kittitas County adopted the *Kittitas County Park, Recreation & Open Space (PROS) Plan*. The Plan was developed with public participation in all communities of Kittitas County. The non-motorized goals of the Kittitas County PROS Plan include:

- Undertake a strategic approach to open space, trail, park, and recreation facilities and recreation services where Kittitas County assumes responsibility for functions of countywide interest where there are no other viable sponsors and helps coordinate or support functions and activities that have other viable sponsors.
- Promote healthy eating and active lifestyle programs and outreach activities of special interest and lifestyle benefit for County residents.
- Promote, and work with other public, nonprofit, and for-profit agencies, organizations, and vendors including Roslyn, Cle Elum, and Ellensburg cities, Cle Elum-Roslyn, Ellensburg, Kittitas, and Damman School Districts, Central Washington University, Washington State, and others.
- Assist with the planning, coordination, and preservation of unique environmental areas, wetlands, wildlife habitat, open spaces, forestlands, and scenic areas.
- Assist where appropriate in the planning, coordination, and preservation of unique archaeological, historical, cultural, scenic, and man-made places, sites, landmarks, and vistas.
- Facilitate the planning, development, and operation of a variety of countywide trails including winter, water, horse, off-road hike and bike, ORV and ATV trails, on-road bicycle touring routes and scenic drives that are directly related to environmental resources that are of most interest to Kittitas County residents and tourists.
- Work with other public and private agencies, including The Nature Conservancy, Suncadia, Washington State Departments of Fish & Wildlife, Natural Resources, and Parks & Recreation Commission, US Forest Service (USFS), Fish & Wildlife Service, and Bureau of Land Management (BLM) to develop and maintain an integrated system of trails.
- Develop and maintain design guidelines to ensure facilities are accessible, safe, and easy to maintain, with life cycle features that account for long-term costs and benefits.

- Develop guidelines for creating effective and efficient methods of operating, maintaining, acquiring, and developing facilities and programs that accurately distribute costs and benefits to public and private interests

The 2016 PROS Plan identified winter trails, water trails, off-road mountain bike trails, walking and hiking trails, multi-purpose trails, on-road bicycle routes, and on- and off-leash dog trails throughout Kittitas County.

The list of trails located in the City of Cle Elum are in Table 4-1 below.

TABLE 4-1. TRAILS PARTIALLY OR COMPLETELY WITHIN CLE ELUM'S CITY LIMITS AND URBAN GROWTH AREA (UGA)

Trail Name	Type of Trail					
	Winter	**Water**	**Biking**	**Walking/ Hiking**	**Multipurpose**	**Park**
Coal Mines Trail	X		X	X	X	X
Upper Yakima River Water Trail		X				
Hanson Ponds Trail					X	X
Progress Path Trail					X	X
Upper Peoh Point Road/ Thorp Highway			X			
SR-10 Cle Elum - Ellensburg			X			
SR-970 / US-97 / Cle Elum to Leavenworth			X			

Trails in and near the City are highlighted in *The City of Cle Elum Parks and Recreation Plan* (pg 13) adopted on February 13, 2018 and included in the *2019 Cle Elum Comprehensive Plan*.

F. Transportation Demand Management

Transportation Demand Management (TDM) consists of strategies that seek to maximize the efficiency of the transportation system by reducing demand on the system. The results of successful TDM can include:

- Travelers switching from driving alone to high-occupancy vehicles modes such as transit, vanpools, or carpools.
- Travelers switching from driving to non-motorized modes such as bicycling or walking.
- Travelers changing the time they make trips from more congested to less congested times of day.
- Travelers eliminating trips altogether either through means such as compressed workweeks, consolidation of errands, or telecommuting.

ROADWAY CHARACTERISTICS

A. Functional Classification and Idealized Capacity

The streets and roadways in the Cle Elum area do not function independently, but rather form a network through which traffic flows. Roads within the network serve two primary functions: 1) mobility to move traffic, goods, and people from one location to another quickly and efficiently; and 2) to provide access to parcels of land. There are 2.59 lane miles of Major Collectors, 0.10 lane miles of Minor Collectors, and 24.29 lane miles of Local Roads in the City.

When planning roads, mobility and access considerations should be embedded in the considerations of context sensitivity and livability. Arterials provide mostly mobility, local streets provide mostly land access, and collectors provide both functions to some degree while linking arterials and local streets.

For each of the functional classifications of roadway there is a corresponding idealized capacity. These idealized capacities are based on recommendations in the Highway Capacity Manual developed by the Transportation Research Board. The actual capacity of any specific roadway is affected by the roadway's speed limit, the number of intersecting roadways, the number of stops or other delays, and other factors.

The types of functionally classified roadways present in Cle Elum (summarized below and shown in Table 4-2), are based on standards followed by the Washington State Department of Transportation:

1. *Interstate*

   Interstates are categorized as Principal Arterials and generally carry the highest amount of long-distance traffic volumes and provide the best mobility in the roadway network. Most interstates serve both urban and rural areas but do so with limited access points and are often divided highways. Regional and inter-county bus routes are generally located on principal arterials with transfer centers and park-and-ride lots. The Interstate near Cle Elum typically accommodates 2,200 vehicles per hour.

2. *Collector*

   A roadway connecting two or more neighborhoods, carrying traffic within neighborhoods. Collectors channel traffic from local roads onto the minor and principal arterials. Typically, they carry moderate traffic volumes, are used for relatively shorter trips than arterials, and accommodate very little through traffic. Urban collectors and rural major collectors are the lowest categories of roadway classification eligible for federal funding. Depending on whether the collector is urban or rural, the customary range that a collector accommodates is between 1,800 and 2,400 vehicles per hour.

3. *Local*

   This category comprises all roadways and streets not otherwise classified. Their main function is providing direct access to abutting properties, sometimes at the expense of traffic movement. Traffic generally moves slowly on these streets and delays are caused by turning vehicles. Local streets and roadways are typically rated for up to 1,600 vehicles per hour.

TABLE 4-2. FUNCTIONALLY CLASSIFIED ROADS WITHIN CLE ELUM'S CITY LIMITS AND URBAN GROWTH AREA (UGA)

Functional Class	Roadway Name	Start Location	End Location
Interstate	I-90	Near Exit 84	West of Exit 85
Major Collector	Bullfrog Road	I-90	SR 903
	SR 903	Bullfrog Road	East City Limits
	West 2nd Street	North Oakes Avenue	North Pennsylvania Avenue
	North Pennsylvania Avenue	West 2nd Street	West 1st Street
	West 1st Street	I-90 Off-ramp at Exit 84	North Oakes Avenue
	South Cle Elum Way	Madison Avenue	West 1st Street
	Oakes/North Oakes Avenue	I-90 On-ramp at Exit 84	West 2nd Street
Minor Collector	Airport Road	West City Limits	East City Limits
Local	All streets and roadways not listed above		

B. Level of Service

The ease of traffic movement along a roadway is a function of the roadway's vehicular capacity, the number of vehicles using the roadway, the number of stops along the roadway, and the time spent waiting at each stop. To characterize the ease of movement of traffic, transportation engineers have developed the concept of "level of service" (LOS). Levels of service have been categorized in a range from "A" to "F" and the descriptions in Table 4-3 are summarized from the *Highway Capacity Manual 2010.*

Because travel time has not been customarily measured in the City, instead of travel speeds and travel delay, a simpler method of observed or forecasted volume versus the idealized capacity is used and the resulting ratio Volume/Capacity is expressed in Table 4-3.

Levels of service can be calculated in several ways for each mode of transportation such as vehicles, freight, transit, bicycle, or pedestrian. Other, more complex measures include interruptions to traffic flow such as signals, stop signs, and turning traffic. Because each project may vary in complexity, a project level LOS study is performed during the Preliminary Engineering of any new construction or reconstruction project which follows the methodologies outlined in the *Highway Capacity Manual 2010.*

For screening purposes associated with planning and to be consistent with the standards set by the QUADCO Regional Transportation Planning Organization (RTPO), Cle Elum reports LOS in the following Volume/Capacity manner.

Roadway capacity refers to the maximum amount of traffic that can be accommodated by a given roadway facility. Roadway capacity is based on an analysis of roadway conditions, including the number and width of lanes, pavement and shoulder types, the presence of controls at an intersection, and whether the roadway is in an urban or rural area.

The regional transportation roadway LOS established by QUADCO RTPO is LOS C for rural roads and LOS D for urban roads which is in agreement with the Washington State Department

of Transportation (WSDOT) LOS standards. The City of Cle Elum views "Levels of Service" for roadways other than arterial streets as advisory within its City limits.

In 2010, the City contracted with DN Traffic Consultants to assist the City in determining a responsible and sustainable LOS standard. To maintain its historic and small city character, Cle Elum adopted a level of service standard "C" for City streets within its jurisdiction. The Washington State Department of Transportation will mitigate congestion on urban highways in cooperation with local and regional jurisdictions when the peak period LOS falls below "D". The City of Cle Elum has one interstate passing near and through its boundaries and one state road passing east/west through the City's downtown: I-90 and SR 903, both of which are classified as urban. QUADCO sets its LOS at "C" for rural roads and LOS "D" for urban roads.

TABLE 4-3 LEVEL OF SERVICE CATEGORIES

Level of Service	Description	Volume/Capacity Ratio
A	Free-flow operation. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream.	Less than 0.60
B	Primarily free-flow operation. The ability to maneuver within the traffic stream is only slightly restricted. Delay at intersections is minimal.	0.61 to 0.70
C	Stable flow. Speeds and maneuverability more restricted than LOS B because of higher volumes. Longer queues at intersections is experienced.	0.71 to 0.80
D	Less stable flow. Speeds and maneuverability considerably affected by small increases flow. Speeds nearing 40 – 50% of free-flow.	0.81 to 0.90
E	Unstable operation, significant delay. Speeds approaching 30% of free-flow speed.	0.91 to 1.00
F	Forced flow. Very low speeds, volumes exceed capacity, long delays and queues with stop-and-go traffic.	Over 1.00

C. Traffic Volume History

Traffic volumes in the Cle Elum area tend to be much lower than the capacities noted as idealized capacities. The City of Cle Elum's traffic volumes are expressed in terms of "Average Annualized Daily Traffic" (AADT).

AADT is the average daily traffic that has been measured and adjusted to show expected volumes of vehicles throughout the year on each road segment. The AADTs were calculated using the "Average Weekday Traffic" (AWDT) gained from observed traffic counts. The AWDT is normalized to represent what the comparable traffic would be mid-week in the month of April. This method allows the City to compare a "normal" day of traffic to other cities' or towns' traffic in Kittitas County.

Several "Monthly Normalization Factors" (MNFs) are provided by WSDOT in their Annual Traffic Report and they provide a few options in Kittitas County from which to choose. The calculation for AADT is: *AWDT * MNF = AADT*.

WSDOT and the City have conducted traffic counts within the City of Cle Elum. WSDOT customarily performs traffic counts in the area every three to four years at designated locations. The City performed counts using QUADCO traffic counting equipment in the spring of 2018. Although Kittitas County performed counts on a rotating cycle, they only perform counts on rural roadways that are not in the City Limits or associated with the City UGA. A table titled Kittitas County Road Log 2017 was shared by WSDOT on May 7, 2019 and is included in Appendix B as a reference.

Table 4-4 reports the results of all gathered counts in or near Cle Elum's UGA and compares them to the idealized capacities used in the Kittitas County travel demand model for transportation system evaluation.

Figure 1, on the next page shows the existing transportation network with associated federal functional classifications in and adjacent to the City of Cle Elum.

FIGURE 1. STREETS AND ROADS IN AND NEAR CLE ELUM ON THE FEDERAL FUNCTIONAL CLASSIFICATION SYSTEM

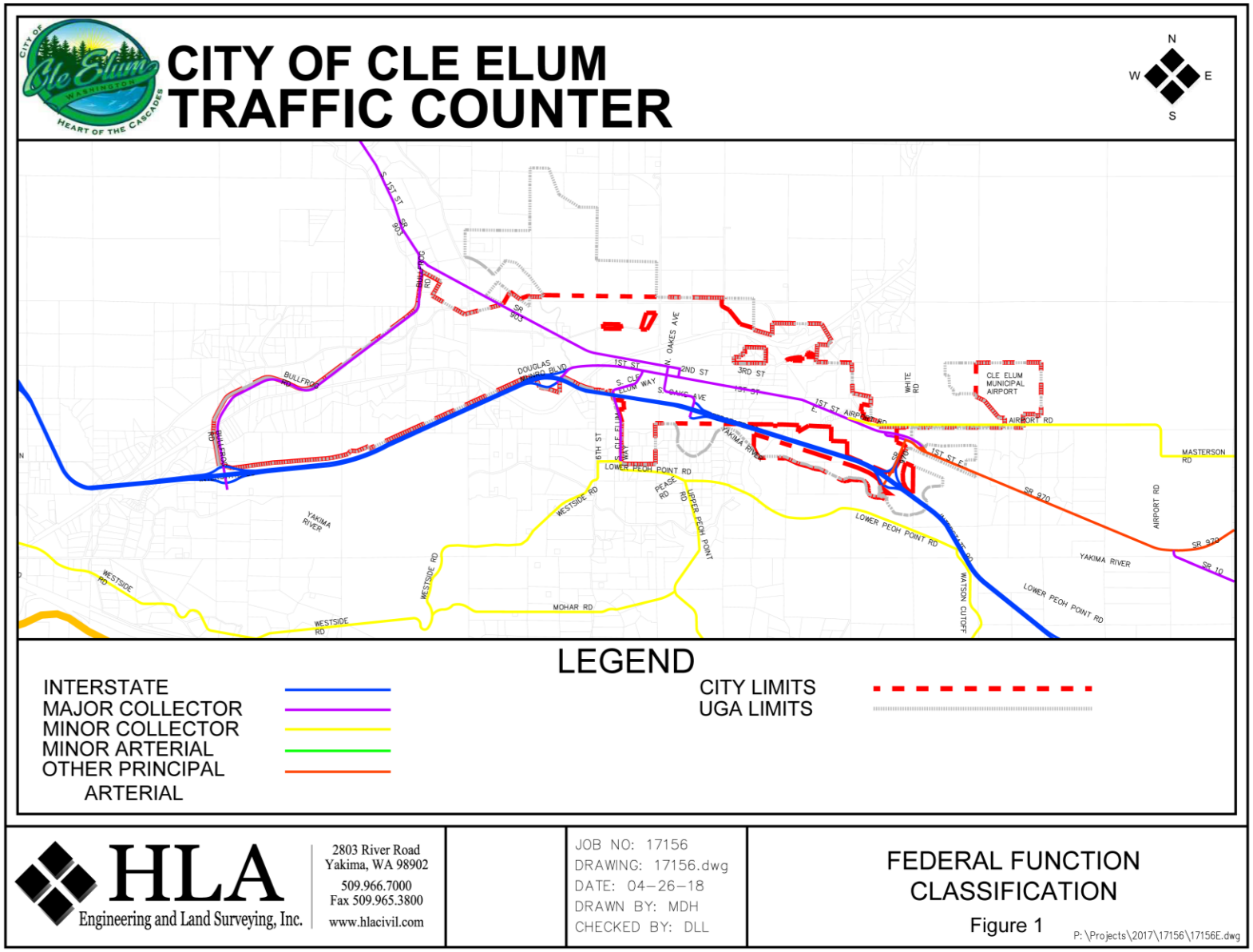


TABLE 4-4. ROADWAYS WITHIN CLE ELUM CITY LIMITS AND UGA – PEAK HOUR VOLUME AND LEVEL OF SERVICE

Functional Class	Road Name	Direction of (E/O, W/O, S/O, N/O)	Nearest Crossroad	Number of Lanes	AADT (2007 - 2017)	PM Peak Hour Volume (vph)	Idealized Roadway Capacity (vph)	% of Peak Volume vs. Roadway Capacity (V/C)	Level of Service (LOS)
Interstate	I-90 (B04 Permanent Counter Location)	W/O	West First Street Interchange	4	33,000 (2017)	2,113	8,000	26%	A
	I-90	E/O	SR 970 / White Road Interchange	4	33,571 (2009)	2,316	8,000	29%	A
	I-90 Eastbound Off-ramp (Exit 84)	to	West First Street	1	2,792 (2009)	238	1,200	20%	A
	I-90 Westbound On-ramp (Exit 84)	from	West First Street	1	2,436 (2009)	196	1,200	16%	A
	I-90 Westbound Off-ramp (Exit 84A)	to	Oakes Avenue	1	918 (2009)	81	1,200	7%	A
	I-90 Eastbound On-ramp (Exit 84A)	from	Oakes Avenue	1	915 (2009)	71	1,200	6%	A
	I-90 Eastbound Off-ramp (Exit 85)	to	White Road Interchange	1	1,566 (2009)	131	1,200	11%	A
	I-90 Eastbound On-ramp (Exit 85)	from	White Road Interchange	1	1,123 (2009)	93	1,200	8%	A
	I-90 Westbound Off-ramp (Exit 85)	to	White Road Interchange	1	938 (2009)	82	1,200	7%	A
	I-90 Westbound On-ramp (Exit 85)	from	White Road Interchange	1	1,508 (2009)	132	1,200	11%	A
	I-90 Eastbound On-ramp (Exit 80)	from	Bullfrog Road	1	501 (2009)	57	1,200	5%	A
	I-90 Westbound Off-ramp (Exit 80)	to	Bullfrog Road	1	513 (2009)	33	1,200	3%	A
Major Collector	SR 903	W/O	SR 903 Wye at west end of White Road Interchange Access	2	4,818 (2015)	235	2,000	12%	A
	SR 903 (First Street)	E/O	Yakima Avenue	2	7,033 (2017)	512	2,000	26%	A

continued

Functional Class	Road Name	Direction of (E/O, W/O, S/O, N/O)	Nearest Crossroad	Number of Lanes	AADT (2007 - 2017)	PM Peak Hour Volume (vph)	Idealized Roadway Capacity (vph)	%of Peak Volume vs. Roadway Capacity (V/C)	Level of Service (LOS)
Major Collector (cont.)	SR 903 (First Street) (Eastbound Only)	W/O	Pennsylvania Avenue	2	3,957 (2018)	366	2,000	18%	A
	SR 903 (Second Street)	W/O	Oaks Avenue	2	4,404 (2016)	341	2,000	28%	A
	SR 903	W/O	Stafford Avenue / South Cle Elum Way	2	5,810 (2016)	448	2,000	22%	A
	SR 903 (First Street)	W/O	Peoh Avenue	2	7,337 (2018)	322	2,000	16%	A
	West First Street	E/O	North Pine Street	2	8,205 (2018)	654	2,000	33%	A
	SR 903	E/O	Yakima Avenue	2	7,023 (2017)	512	2,000	26%	A
	North Pennsylvania Avenue	N/O	(SR 903) First Street	2	1,464 (2018)	148	2,000	7%	A
	South Cle Elum Way (Northbound Only)	S/O	Spring Chinook Way	1	2,686 (2018)	204	1,000	20%	A
	North Oakes Avenue	N/O	Railroad Avenue	2	2,590 (2018)	233	2,000	12%	A
	Bullfrog Road	S/O	SR 903 Roundabout	2	UNK	UNK	UNK	UNK	UNK
Minor Collector	Airport Road	E/O	SR 903 Intersection	2	UNK	UNK	UNK	UNK	UNK
Local	Wright Avenue	S/O	Second Street	2	500 (2018)	52	1,200	4%	A
	Second Street	W/O	Wright Avenue	2	2,397 (2018)	256	1,200	21%	A
	N Columbia Avenue	N/O	Fourth Street	2	138 (2018)	9	1,200	1%	A
	Pennsylvania Avenue	N/O	Third Street	2	65 (2018)	4	1,200	1%	A

continued

Functional Class	Road Name	Direction of (E/O, W/O, S/O, N/O)	Nearest Crossroad	Number of Lanes	AADT (2007 - 2017)	PM Peak Hour Volume (vph)	Idealized Roadway Capacity (vph)	%of Peak Volume vs. Roadway Capacity (V/C)	Level of Service (LOS)
	Pennsylvania Avenue	S/O	Third Street	2	235 (2018)	12	1,200	1%	A
	Third Street	W/O	Pennsylvania Avenue	2	475 (2018)	28	1,200	2%	A

D. Freight and Goods Transportation System

The Washington State Freight and Goods Transportation System (FGTS) is a classification system for roadways, railways, and waterways based on freight volume. The FGTS is used to establish funding eligibility for Freight Mobility Strategic Investment Board grants, support transportation planning process, and plan for future pavement needs. The data is used to designate freight economic corridors in the Freight Mobility Plan (FMP), which was last updated in 2015.

WSDOT used criteria based on the level of annual freight tonnage carried by a particular segment of road to identify road segments which play a significant role in the movement of freight and other goods throughout the state (Table 4-5). Through the FMP, WSDOT estimates truck traffic on highways and roads used most heavily by trucks. Truck traffic count data is converted into average weights by truck type. The five truck route classes based on annual tonnage are listed below. Category T-5 accounts for roads subject to heavy use on a seasonal basis.

TABLE 4-5. TRUCK ROUTE CLASSES BASED ON ANNUAL TONNAGE

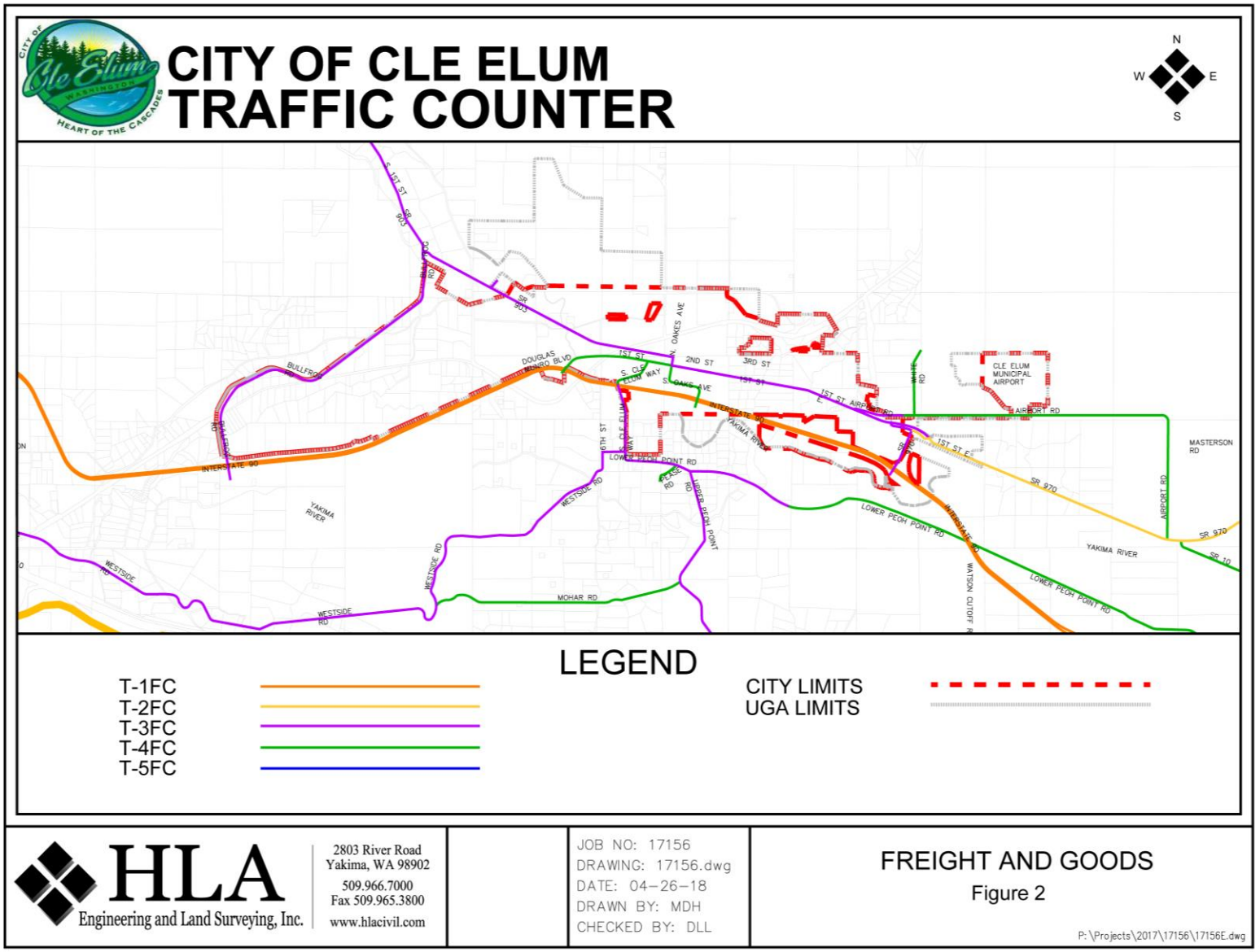
Truck Route Class	Annual Tonnage
T-1	10,000,000 +
T-2	4,000,000 - 10,000,000
T-3	300,000 - 4,000,000
T-4	100,000 - 300,000
T-5	At least 20,000 in 60 Days

Table 4-6 lists the City of Cle Elum and UGA freight classified streets and roads and Figure 2, displays that information on the map.

TABLE 4-6. CITY OF CLE ELUM AND URBAN GROWTH AREA - FREIGHT AND GOODS TRANSPORTATION SYSTEM CLASSIFIED ROUTES

Route Name	Start Location	End Location	FGTS Class
I-90	West UGA Line	East UGA Line	T-1
Bullfrog Road	I-90	SR 903	T-3
SR 903	Bullfrog Road	East City Limits	T-3
South Cle Elum Way	Madison Street	Yakima River Bridge	T-3
West 1st Street	I-90 Eastbound Off-ramp at Exit 84	North Oakes Avenue	T-4
South Cle Elum Way	Yakima River Bridge	West 1st Street	T-4
Oakes / North Oakes Avenue	I-90 Eastbound On-ramp at Exit 84	West 2nd Street	T-4

FIGURE 2. FREIGHT AND GOODS TRANSPORTATION SYSTEM (FGTS) IN AND NEAR CLE ELUM



TRAFFIC FORECASTS

A. Population and Demographic Projections

In March 2017, the Kittitas County Conference of Governments (COG) estimated the 2015 population for the City of Cle Elum as 1,875 persons. In its Kittitas County COG recommendation on employment projection and allocation – March 16, 2017, staff report, the Ellensburg Community Development Department forecasts a Cle Elum population of 3,683 persons by year 2037 and anticipates 2037 employment in the City to be 3,399.

The 2010 Census indicated that 15.2% of City's population was age 17 or younger. An additional 20.7% were age 65 or older. According to the 2012-2016 American Community Survey (ACS) 5-year estimates, 20.2% of the City's individuals were considered below the poverty level. These populations are all particularly in need of transportation options in the City of Cle Elum.

B. Land Use Patterns and Population Distribution

The area surrounding the Cle Elum UGA is expected to remain agricultural in nature over the 20-year forecast period. Within the UGA, additional annexations will gradually increase the size of the community. In the July 7, 2016, DRAFT Kittitas County Land Capacity Analysis report, assessment notes included for City stated, “There is a significant surplus of capacity in the City of Cle Elum compared to all scenarios.” for the following land use needs inside the UGA:

- Housing and Population Capacity (2015),
- Commercial and Mixed-use Developable Land Supply (2015),
- Industrial Developable Land Supply (2015), and
- Employment Capacity (2015).

The methodology to express whether there is a surplus or deficiency in the amount of vacant land in the City of Cle Elum to accommodate the land needs reported above is outlined in the July 7, 2016 report. If future needs are consistent with the current level of need, the City has enough land to provide for the required 20 years of growth as required by the Growth Management Act Revised Code of Washington (RCW 36.70A.020).

There are proposed changes to the Cle Elum UGA included in this Comprehensive Plan Update. Please see detailed information in the Land Use Element. The forecast traffic volumes are meant to be consistent with the UGA changes described in the Land Use Element.

C. Forecasted Traffic Volumes

Traffic forecasts for major Kittitas County area roadways are provided as a result of the Countywide QUADCO Travel Demand Model set. The model set uses 2017 as the base year and includes a 2037 forecast to align with the Regional Transportation Plan. The volumes also assist jurisdictions in Kittitas County with their local comprehensive plan updates, most of which were completed in 2017.

The Countywide QUADCO Travel Demand Model set covers the metropolitan and regional planning areas and is administered by Kittitas County Planning Department through an

agreement. The development of the model set was completed for the Kittitas County Comprehensive Plan. Travel forecasts predict growth in traffic volume based on anticipated regional changes in land use and employment patterns.

A table titled Kittitas County Road Log 2017 was shared by WSDOT on May 7, 2019 and is included in Appendix B as a reference. Forecasts were not spreadsheet formulated for the county roads included in the County Road Log.

During preparation of the Transportation Element for the Comprehensive Plan update, Cle Elum found the current and future land use assumptions in the Countywide QUADCO Travel Demand Model set to need refinement. The City has contracted with Kittitas County's modeling consultant to provide all necessary information to best represent Cle Elum in the Countywide travel demand model. Once the update is complete, the City will replace all forecasted volumes and LOS in Table 4.7, review all findings in the deficiencies section of this Transportation Element, and make any necessary adjustments to planned programs and projects for continued identification of priorities. If significant changes are needed, Cle Elum will include those changes in one of the annual Comprehensive Plan amendments before the next Comprehensive Plan update.

In this way, not only will the City be sharing traffic count observations and refined land use assumptions that can assist Kittitas County to refine their model, the City of Cle Elum future forecast volumes from the regional travel demand model will provide the City better planning information for the City.

To provide an estimation of future traffic demand, observed traffic counts have been compounded annually with a 2.5% flat rate growth and then further enhanced with trip generation of planned development in locations. Table 4-7 reflects estimated volumes for 2020, 2030, and 2040 timeframes on the roadway segments previously identified.

TABLE 4-7. FORECAST AADT FOR ROADWAYS WITHIN CLE ELUM CITY LIMITS AND UGA (2.5% ANNUAL GROWTH RATE) BEFORE TIP AND COMPREHENSIVE PLAN PROJECTS

Functional Class	Road Name	(E/O, W/O, S/O, N/O)	Nearest Crossroad	AADT (2007-2017)	AADT (2020)	AADT (2030)	AADT (2040)
Interstate	I-90 (B04 Permanent Counter Location)	W/O	West First Street Interchange	33,000 (2017)	35,537	45,491	58,232
	I-90	E/O	SR 970 / White Road Interchange	33,571 (2009)	44,048	56,385	72,178
	I-90 Eastbound Off-ramp (Exit 84)	to	West First Street	2,792 (2009)	3,663	4,689	6,003
	I-90 Westbound On-ramp (Exit 84)	from	West First Street	2,436 (2009)	3,196	4,906	7,096
	I-90 Westbound Off-ramp (Exit 84A)	to	Oakes Avenue	918 (2009)	1,204	1,542	1,974
	I-90 Eastbound On-ramp (Exit 84A)	from	Oakes Avenue	915 (2009)	1,201	1,543	1,967
	I-90 Eastbound Off-ramp (Exit 85)	to	White Road Interchange	1,566 (2009)	2,055	2,630	3,367
	I-90 Eastbound On-ramp (Exit 85)	from	White Road Interchange	1,123 (2009)	1,473	1,886	2,414
	I-90 Westbound Off-ramp (Exit 85)	to	White Road Interchange	938 (2009)	1,231	1,575	2,017
	I-90 Westbound On-ramp (Exit 85)	from	White Road Interchange	1,508 (2009)	1,979	2,533	3,242
	I-90 Eastbound On-ramp (Exit 80)	from	Bullfrog Road	501 (2009)	657	5,274	11,185
	I-90 Westbound Off-ramp (Exit 80)	to	Bullfrog Road	513 (2009)	673	862	1,103
Major Collector	SR 903	W/O	SR 903 Wye at west end of White Road Interchange Access	4,818 (2015)	5,451	7,525	10,180
	SR 903 (First Street)	E/O	Yakima Avenue	7,033 (2017)	7,563	12,658	19,181
	SR 903 (First Street) (Eastbound Only)	W/O	Pennsylvania Avenue	3,766 (2018)	3,957	5,374	7,188

continued

Functional Class	Road Name	(E/O, W/O, S/O, N/O)	Nearest Crossroad	AADT (2007-2017)	AADT (2020)	AADT (2030)	AADT (2040)
Major Collector (continued)	SR 903 (Second Street)	W/O	Oaks Avenue	4,404 (2016)	4,861	6,874	9,450
	SR 903	W/O	Stafford Avenue / South Cle Elum Way	5,810 (2016)	6,413	10,194	15,035
	SR 903 (First Street)	W/O	Peoh Avenue	7,337 (2018)	7,708	10,652	14,421
	West First Street	E/O	North Pine Street	8,205 (2018)	8,620	11,965	16,254
	North Pennsylvania Avenue	N/O	(SR 903) First Street	1,464 (2018)	1,538	1,992	2,573
	South Cle Elum Way (Northbound Only)	S/O	Spring Chinook Way	2,686 (2018)	2,822	3,612	4,624
	North Oakes Avenue	N/O	Railroad Avenue	2,590 (2018)	2,721	6,676	11,739
Minor Collector	Airport Road	E/O	SR 903 Intersection	UNK	UNK	UNK	UNK
Local	Wright Avenue	S/O	Second Street	500 (2018)	525	1,839	3,522
	Second Street	W/O	Wright Avenue	2,397 (2018)	2,518	3,232	4,145
	N Columbia Avenue	N/O	Fourth Street	138 (2018)	145	1,326	2,837
	Pennsylvania Avenue	N/O	Third Street	65 (2018)	68	99	139
	Pennsylvania Avenue	S/O	Third Street	235 (2018)	247	324	423
	Third Street	W/O	Pennsylvania Avenue	475 (2018)	504	644	829

No color in the cell = estimated to be LOS A
Yellow colored cell = estimated to be LOS B
Orange colored cell = estimated to be LOS C
Pink colored cell = estimated to be LOS D
Red colored cell = estimated to be LOS E
Black colored cell = estimated to be LOS F

Estimates based on 2009-2018 counts grown at a 2.5% annual growth rate to be consistent with the method used in the 2017-2037 QUADCO Regional Transportation Plan and shared with Cle Elum through printouts from the Kittitas County Regional Transportation model.
All calculations above are done simply by percentages and do not take into account other LOS contributing factors such as operation of intersections and land use changes other than major developments. Because projects may vary in complexity, a project level LOS study is performed during the Preliminary Engineering of any new construction or reconstruction project which follows the methodologies outlined in the Highway Capacity Manual 2010. More in-depth analysis as described in the HCM 2010 may show results that are different than the simple volume/capacity screening tool used in tables 4-4 and 4-7. In the event of differences, the more in-depth analysis indication of LOS should be used.

The order of evaluation for Level of Service should be: simplified volume/capacity calculations until a facility moves to LOS B. If the facility indicates a LOS other than A, the Regional Travel Demand Model should be used for a land-use oriented, better approximation of travel patterns and flow. If the regional travel demand model indicates a LOS C or worse, a traffic impact analysis should be performed or if a project is of such complexity that it can not be fully represented in the regional travel demand model, a traffic impact analysis should be performed to assess the opening year and forecast impacts on the transportation system.

Because of the significant changes in land use that are planned to occur in Suncadia, other developments in the northern edge of the City Limits, and developments adjacent to the UGA north of the City, these anticipated projections should be checked against observed counts between now and the next update. Final assumptions used in developing the forecast traffic should be shared with Kittitas County, and should be considered to be included in the next update to Kittitas County's Regional Travel Demand Model.

EXISTING DEFICIENCIES, FUTURE NEEDS AND ALTERNATIVES

Roadway Deficiencies and Future Needs

The City of Cle Elum's roadway needs in the past have been mainly centered around maintenance, safety, and design concerns rather than capacity problems. Some roadways in Cle Elum are experiencing heavy traffic volumes. Most forecasted volumes show the future needs are accommodated in the "No-Build 2040" scenario, however, once anticipated additional trips are added due to planned developments, LOS standards are not maintained, and travel demand strategies become increasingly important in order to maintain or reestablish the LOS within the community's desired standard.

If improvements are not completed in the core of Cle Elum, and if development is allowed to occur at the pace currently anticipated, LOS results in Table 4-7 show the roadway system in Cle Elum will fail in one location by 2040. The notes below Table 4-7 acknowledge the limitations of the simple LOS analysis performed for the Comprehensive Plan. Further analysis is recommended since LOS B and below statuses are forecasted.

In February 2019, the City shared the land use assumptions and anticipated development projects with Kittitas County planners, so a model run can be performed with the Regional Travel Demand Model during their next model update with the City's revisions The City has contracted with Kittitas County's modeling consultant to provide all necessary information to best represent Cle Elum in the Countywide travel demand model. Once the update is complete, the City will replace all forecasted volumes and LOS in Table 4.7, review all findings in the deficiencies section of this Transportation Element, and make any necessary adjustments to planned programs and projects for continued identification of priorities. If model results confirm forecasted 2030 and 2040 volumes exceed the anticipated capacities at any City-owned location in Table 4-7, the next analysis step is to perform traffic impact analyses for the planned developments suspected as contributing to adverse impacts on the City's transportation system. If significant changes are needed, Cle Elum will include those changes in one of the annual Comprehensive Plan amendments before the next Comprehensive Plan update.

Although Cle Elum's population growth has been flat for several decades, the proposed developments appear to over saturate the existing system and development regulations should be drafted providing Cle Elum the means by which the development will contribute to the improvements needed to appropriately accommodate land use changes. Strategies to accommodate anticipated land use changes will need to include all forms of transportation. The land use and transportation elements in the Comprehensive Plan are required to be consistent.

In 2017 and 2018, Cle Elum received financial assistance and recognition of their efforts regarding the first two phases of the Downtown Revitalization project and pre-construction funding for the design of the third phase. The City received federal, state, and Kittitas County transportation and infrastructure funding to improve stormwater facilities, roadway improvements, and sidewalk improvements, all of which are directly related to improving the transportation system. The improvements make coordinated and strategic strides toward bringing the transportation system closer to a state of good repair between Billings Avenue at the western limit of the project and Peoh Avenue at the eastern limit of the project.

One limitation of hand calculating the Level of Service (LOS) is the inability to equalize dispersion over multiple nearby locations. The City of Cle Elum has initiated the development of an update to Kittitas County's regional travel demand model as a method for evaluating the City's transportation system. Although hand calculations for volume/capacity ratio evaluation

are appropriate for screening purposes, the results in Table 4-7 show that more detailed evaluation will be necessary before 2030. A travel demand model places trips onto the City's street network and allows trips to alter routes until every trip creates the best route. In a travel demand model trips disperse this way in minutes. The City will cooperate with Kittitas County to insert land use assumptions and future projects for travel demand model updates.

The screening analysis shows that without consideration of planned improvements, potential future capacity issues occur (LOS D or worse) in 2040 at: I-90 eastbound on-ramp from Bullfrog Road at Exit 80, SR 903 east of Yakima Avenue, and West First Street east of North Pine Street. To lesser degrees, I-90 east of SR 970 / White Road Interchange, I-90 westbound on-ramp from West First Street at Exit 84, and SR 903 west of Stafford Avenue / South Cle Elum Way show LOS B results. Before costly engineering evaluation of these possible deficiencies, the City will coordinate with Kittitas County to use the regional travel demand model to validate the screening results. If the results validate the capacity issues, the City will assess the cause of the capacity issues and whether the planned developments need to be reevaluated because of unanticipated impacts.

The Downtown Revitalization project incorporates improvements between Billings Avenue at the western limit of the project and Peoh Avenue. The Stafford Avenue/South Cle Elum Way/First Street Intersection and the Yakima Avenue/SR 903 Intersection are not included in the Downtown Revitalization project. If the Kittitas County model confirms deficiencies at both the Yakima Avenue and Stafford Avenue locations, the City will need to identify appropriate solutions for the types of deficiencies identified by the travel demand model.

In 2019, the City began planning improvements to the north/south avenues along the First Street Corridor. Oakes Avenue south of SR 903 (First Street) has been identified as the first priority of the avenues and the planned project may be added to the City's Six-year TIP as early as next year with a planned status.

Major improvements are still required to transition the City's previous State Highway legacy main street corridor, First Street, into an economically vibrant, walkable, and properly sized corridor for this small community. One of the most challenging major improvements is the reconstruction of First Street starting with removal of the pre-1970's era concrete roadway underlying the asphalt. Though the most cost-prohibitive element, removal of the concrete allows the City to complete stormwater, utility, sidewalk, and roadway improvements with appropriate materials and at the scale the City can consider sustainable.

Table 4-8 is a summary of the projects from Cle Elum's 2019-2024 Six-year Transportation Improvement Program (Six-year TIP). Any entry that is displayed as light gray is not fully funded and requires additional funding to move into an active status. Other, more customary transportation maintenance projects such as chipseals are consolidated into one entry in the illustrative table below although they are considered separate projects in the TIP.

The Transportation Element is developed as an integral part of the Comprehensive Plan and is updated every eight years. The Cle Elum Transportation Improvement Program, however, is updated annually and the City anticipates six updates to the annual TIP before the next Comprehensive Plan update. As projects are completed, they are removed from the TIP and as new projects emerge, they will be added to the City's TIP, QUADCO's RTIP and potentially, the Statewide TIP. Please refer to the latest annual update of the Cle Elum Six-year TIP for the most relevant transportation projects, planning, and programs.

Between 2016 and 2018, Washington State Department of Transportation (WSDOT) drafted Corridor Sketches to identify performance gaps and select high-level strategies to address them on 304 corridors statewide. Five corridors were identified in and near Cle Elum during the initial Corridor Sketch evaluation period and include:

- I-90: Twin Falls (North Bend Vicinity) to I-82 Jct (Ellensburg)
- SR 970: I-90 Jct (Cle Elum) to US 97 Jct
- SR 903: SR 970 Jct (Cle Elum) to Bullfrog Road
- SR 903: Bullfrog Road to Forestry Boundary (adjacent and west of the City)
- SR 10: SR 970 Jct (Teanaway Jct) to US 97 Jct (adjacent and east of the City)

In each corridor sketch, WSDOT identified the current and future function and performance including what works well and what needs to change. Most notably for the three corridors directly in contact with Cle Elum, WSDOT identified the following needs:

- Survey pavement conditions (~90% incomplete on at least one corridor at this time).
- Retrofit Fish Barriers (WSDOT has prioritized removal of state-owned culverts blocking habitat for salmon and steelhead.
- Preserve 65 bridges on the I-90 corridor above.
- Address the lack of parking during extreme weather road closures (especially on I-90).
- Determine the status and clean up to eight contaminated sites (mostly old gasoline stations or industrial sites) and six leaking underground storage tanks.

Non-motorized Pathways Deficiencies and Future Needs

The City of Cle Elum and QUADCO, with the cooperation of Kittitas County, placed a long-term non-motorized corridor concept connecting Cle Elum to the John Wayne Trail in the latest update of Kittitas County's Comprehensive Plan. This corridor is currently identified in the City's, the County's, and the regional prioritized project lists. The two primary purposes of planning for and building this non-motorized corridor are: 1) providing a non-motorized link between the Coal Mines Trail (and so to those trails north of Cle Elum) and the regional John Wayne Trail across the Yakima River to the south of the City, and 2) thereby providing access from Cle Elum to trails spanning across Washington State. This multi-jurisdictional effort will require coordination with many public and private entities. The City has included this project in their Bicycle and Pedestrian Plan and will be actively participating in the challenging discussions regarding the crossing of the Yakima River on or near South Cle Elum Way.

Public Transit Deficiencies and Future Needs

In late 2017 and early 2018, QUADCO's coalition held a number of Mobility Summit meetings throughout the four-county region of Kittitas, Grant, Lincoln and Adams. The group was reviewing the previous Human Services Transportation Plan (HSTP), gathering unmet needs, consolidating information on current services, and identifying improvements to include in the HSTP update. Although the effort is not fully championed nor vetted through any one agency or coalition for implementation, the concept of a public transit loop was prioritized connecting the communities of Ellensburg, Cle Elum, Roslyn, and Ronald. Continued cooperation and funding are necessary to prepare a feasibility study for this proposed public transportation service.

Within the unincorporated portion of Cle Elum's UGA, Kittitas County is responsible for the identification and scheduling of roadway improvements. Identified needs and improvements are reflected in Kittitas County's 2019-2024 TIP adopted on January 7, 2019. The County's 2019-2024 TIP is available at https://www.co.kittitas.wa.us/public-works/construction/default.aspx. To locate individual projects in Cle Elum or Kittitas County that have complete funding and meet the qualifications to be included in the Statewide TIP, please visit the Statewide Transportation

Improvement Program at http://www.wsdot.wa.gov/LocalPrograms/ProgramMgmt/STIP.htm.

TABLE 4-8. SUMMARY OF CLE ELUM'S 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM

Priority Number	Project Title	Street	Functional Class	Length (miles)	Start Year	Improvements Needed	Estimated Cost	Funding Source
1	First Street Improvements Phase 2 – Stormwater Improvements	First Street - Billings Aveneue to Peoh Avenue	07	0.510	2019	Construction of storm drainage piping and catch basins along the corridor, coordinated with future Phase 3 improvements.	$910,000	CDBG and STP(R)
2	First Street Improvements Phase 3 – Downtown Revitalization	First Street – Billings Avenue to Peoh Avenue	07	0.510	2019	Design downtown reconstruction including new sidewalks, curb, gutter, bulbouts, illumination, landscaping, and amenities.	$710,000	STP(R) and PWTF
3	Hanson Ponds Trail Improvements				2019/ 2020	Construction of a new pedestrian bridge, restrooms, parking facilities, picnic area, and signage.	$435,000	RCO
4 7 8 9 10 13 14 15 19 20	Chipseals	Various locations	Local	Varies	2019 2019 2019 2019 2019 2020 2021 2022 2023 2024	Chipseal and sweep locations throughout the City.	$4,100–$62,800 for each priority project	REET
5	SR 903 and Stafford Street Sidewalk Improvements	SR903 – Stafford Street Intersection	07	0.630	2019/ 2020	Construct Curb, gutter, sidewalk with curb ramps including flashing beacons.	$581,500	SRTS
6	HMA Overlays	Various locations	Local	1.200	2019	HMA overlay the following locations: Madison Street, Second Street to End; and South Railroad Street, Oakes Avenue to Owens	$184,400	REET

Priority Number	Project Title	Street	Functional Class	Length (miles)	Start Year	Improvements Needed	Estimated Cost	Funding Source
11	Railroad Avenue Rehabilitation	Railroad Avenue - Harris Avenue to Montgomery Avenue	Local	0.230	2019	Grind and overlay asphalt surface, cement treated base, pavement markings, and ADA curb ramps.	$400,000	TIB
12	North Floral Avenue Rehabilitation	North Floral Avenue – East First Street to East Fourth Street	Local	0.210	2020	Construct cement treated base and HMA overlay.	$400,000	TIB
16	2nd Street Pathway – Phase 1	2nd Street – Stafford Street to Peoh Avenue	07	0.630	2022	Construct multi-use pathway adjacent to roadway.	$280,000	TIB
17	2nd Street Pathway – phase 2	2nd Street – Peoh Avenue to Short Avenue	Local	0.700	2023	Construct multi-use pathway adjacent to roadway.	$313,000	TIB
18	Columbia Avenue Extension	Columbia Avenue – 1st Street to Railroad tracks	Local	0.100	2023	Grind and overlay existing roadway. Extend roadway to railroad tracks and install railroad crossing equipment and pad.	$927,000	TIB
21	South Cle Elum Way Pathway	South Cle Elum Way – Railroad Street to the bridge over the Yakima River.			2024	Construct multi-use pathway.	$120,000	TIB
22	West First Street (Safeway Hill) Improvements	West First Street – South Pine Street Intersection	07	0.100	2024	Construct curb, gutter, sidewalk links, bulbouts, flashing beacons, and pavement markings.	$400,000	TIB

RECOMMENDATIONS

1. *Street maintenance in Cle Elum has been and will continue to be based upon the greatest need. Budget constraints limit available funding for these projects, and maintenance needs should continue to be identified and prioritized on a continual basis.*

2. *All new streets and existing streets needing reconstruction shall be built to the City's street standards where possible.*

3. *All the streets in Cle Elum need seal coating on a regular basis in order to maintain their good quality. A revolving maintenance schedule has been developed for this purpose and should be followed.*

4. *The City should continue seeking the funding necessary to complete the transportation improvements identified in the Downtown Revitalization Plan.*

5. *As the City develops a separate Stormwater System Plan, those projects with primarily stormwater elements should be transferred in the Capital Facilities Plan from the Transportation section to the Stormwater section. The coordination of stormwater and transportation projects should continue.*

6. *The City should consider completing an Origins and Destinations Study to determine the impact of traffic on the City-owned streets by neighboring communities using the centralized services and businesses in Cle Elum. The quantification and identification of users of the City's infrastructure can help Cle Elum have infrastructure investment discussions in the greater region.*

7. *The City should share the land use assumptions and planned projects with Kittitas County planners as ongoing information sharing for a model run to be performed with the Regional Travel Demand Model. The City should closely review the model run results and if the model confirms locations in Cle Elum's transportation system fails, the next analysis step should be performed to identify where traffic impacts are originating.*

8. *There should be close coordination between the City and the County regarding the representation of the City's infrastructure and land use assumptions during the next regular update of the Kittitas County Travel Demand Model.*

9. *The screening methodology used for evaluating the current traffic and forecast volumes by the City can be enhanced with more detailed analysis following methods included in the Highway Capacity Manual. Because more robust analysis can be costly, the City should be strategic about causing Kittitas County to prematurely perform an update or by limiting the number of intersections to include in further evaluation. Implementing an intermediate step of using the regional travel demand model for corridor analysis at the next scheduled update of Kittitas County's Travel Demand Model could further refine the scope of intersection-level analysis needed long before the anticipated 2030 and 2040 deficiencies identified in Table 4-7.*

10. *The City should be an active and primary partner in developing the connective multi-modal pathway connecting the Coal Mines Trail to the John Wayne Trail.*

11. *The City should remain active in the coalition developing the concept of a public transit*

loop connecting the communities of Ellensburg, Cle Elum, Roslyn, and Ronald.

12. *The City should remain an active partner in the WSDOT process of strategizing practical solutions to the issues discovered during the Corridor Sketch Initiative.*

FINANCING

A. State and Federal Funding Sources

Transportation is typically funded by some type of "user fees." Initially, that funding came from a dedicated portion of the property tax, because property owners were the prime beneficiaries of the transportation system. The major state tax sources to fund transportation improvements are the gas tax and vehicle registration fees. The gas tax is imposed at the federal and state level and is devoted primarily to highway purposes. The Washington State gas tax rate is $0.494 cents per gallon (2016). The collected tax is distributed in accordance with *RCW 46.68.090.*

For larger projects, the City may seek funding assistance from the Washington State Transportation Improvement Board (TIB), as well as some other sources. Cle Elum is included in a state-designated regional planning area. Because of this distinction, there are three state-funded grant programs that the City can pursue through the TIB:

- Small City Arterial Program (SCAP),
- Small City Preservation Program (SCPP), and
- Small City Sidewalk Program (SCSP).

TIB also manages the Complete Streets Program.

Other Washington State grant opportunities Cle Elum can include in their funding strategy include but are not limited to WSDOT's Safe Routes to School Program, WSDOT Bicycle and Pedestrian Program, and WSDOT's City Safety Program.

There are federal grant programs that the City can pursue through the authorization of FAST Act, the federal transportation legislation. Two funding sources that WSDOT allocates to QUADCO for RTPO processes include:

- Surface Transportation Block Grant (STBG), and
- Surface Transportation Block Grant Set-aside (STBG Set-aside)

QUADCO facilitates and approves the awards to member jurisdictions and agencies upon completion of a prioritized, competitive basis.

The FAST Act has created other new federal grant opportunities that require applicants to compete at the national level. The list of national grant opportunities can be accessed through the Grants.Gov website located at https://www.grants.gov/ .

B. Local Funding Sources

In 1987, the Legislature created Transportation Benefit Districts (TBD) as an option for local governments to fund transportation improvements. Since 2005, the Legislature has amended the TBD statute to expand its uses and revenue authority. Most recently in 2015, the Legislature amended the TBD statute to authorize TBDs to impose vehicle license fees of up to $50 without a public vote and also made it possible for cities to absorb the TBD in cases where the TBD has the same boundaries as the city.

A TBD is a quasi-municipal corporation and independent taxing district created for the sole purpose of constructing, improving and funding transportation improvements within the district. The legislative authority of a county or city may create a TBD by ordinance following the procedures set forth in RCW 36.73. The county or city proposing to create the TBD may include other counties, cities, or transit districts through interlocal agreements.

A TBD can fund any transportation improvement contained in any existing state or regional transportation plan that is necessitated by existing or reasonably foreseeable congestion levels. TBD funds can be used for maintenance, preservation and reconstruction improvements to city streets and county roads. Funds can also be used for public transportation and transportation demand management strategies. TBDs have several revenue options that are subject to voter approval, and other revenue options that can be imposed without voter approval. However, to impose fees that are not subject to voter approval, the TBD boundaries must be countywide or citywide, or if applicable, unincorporated countywide.

Local Improvement District

Property owners in a particular area in need of infrastructure upgrades can also create a Local Improvement District (LID). A LID is a financial instrument that allows the property owners to share the costs of infrastructure improvements, including improving streets and constructing sidewalks.

Real Estate Excise Tax

In Washington, all cities and counties are authorized to levy a 0.25% real estate excise tax (REET), known as the “first quarter percent” or “REET 1,” on all sales of real estate. Those planning under the GMA are authorized to levy a second 0.25% real estate excise tax known as “the second quarter percent” or “REET 2.” REET 1 funds are used for capital improvements.

Kittitas County Distressed County Sales and Use Tax

In 1998, the Kittitas County Board of Commissioners accepted the sales and use tax revenues in accordance with RCW 82.14.370 and directed the Conference of Governments to oversee the fund and project selection.

The Kittitas County Distressed County Sales and Use Tax funds are used for promoting economic development, job creation, and financing public facilities such as: bridges, roads, domestic and industrial water facilities, sanitary sewer facilities, earth stabilization, storm sewer facilities, railroad, electricity, natural gas, buildings, structures, telecommunications infrastructure, transportation infrastructure, commercial infrastructure, and port facilities.

C. Finance Plan

Proposed funding of the recommended roadway projects is the continued use of a combination of tax monies, the State TIB and WSDOT programs, and the regionally allocated federal funding. The City of Cle Elum will continue to explore and apply for other state and federal grant funding.

The City's Six Year Transportation Improvement Program (TIP) on page 35 shows the fully-funded and planned transportation projects and their associated financing or potential funding sources for each improvement project.

OBJECTIVES AND POLICIES

This section presents the transportation objectives and policies for the City of Cle Elum. These objectives and policies are consistent with the Revised Code of Washington (RCW), Kittitas County-wide Planning Policy (CWPP), the Kittitas County Comprehensive Plan (KC Comp Plan), and the Regional Transportation Plan (RTP.)

General

Objective 1: Be consistent with the City's Comprehensive Plan Goals and Policies, the State's Growth Management Act, and County-wide Planning Policies. (RCW 36.70(A).040; CWPP 4.1, 4.3; KC Comp Plan GPO 4.7, 4.47)

Policy T-1 Land use plans and regulations should be used to guide development of the Transportation Element for the City.

Policy T-2 Transportation improvements should support land use plans.

Policy T-3 Transportation plans should be phased concurrently with growth.

Policy T-4 Adequate transportation facilities and services should be in place at the time of occupancy of a development.

Policy T-5 Land use and transportation plans should be consistent so that land use and adjacent transportation facilities are compatible with each other.

Policy T-6 Land use capacity/forecast assumptions used in capacity/forecast modeling should be used in estimating.

Policy T-7 Ultimately, land use patterns should support transit and non-motorized modes of travel.

Policy T-8 Whenever possible, the disruptive impacts of traffic related to heavy residential development, or commercial areas should be minimized.

Street Network

Objective 2: Create a comprehensive street system that provides reasonable vehicular circulation throughout the City while enhancing the safety and function of the overall local transportation. (CWPP 4.1; KC Comp Plan GPO 4.1, 4.3, 4.4)

Policy T-9 Each street in the City of Cle Elum should be assigned a functional classification based on factors including traffic volumes, type of service provided, land use, and preservation of neighborhoods.

Policy T-10 Streets and pedestrian paths in residential neighborhoods should be arranged as an interconnecting network that serves local traffic and facilitates pedestrian circulation.

Policy T-11 Street and alley vacations should be supported when:

- The right of way to be vacated is not needed for future public use;

- The right of way to be vacated is not needed for the interconnection of the roadway system;
- The adjoining property owners have demonstrated a need for the vacation; and
- The resulting configuration of the street and/or alley, conforms with adopted City plans, ordinances, and development regulations.

Policy T-12 Street vacations should only be supported in Downtown and in neighborhoods that have been developed around a traditional grid system when the resulting configuration will not significantly interrupt the function of the overall grid system.

Policy T-13 Street standards should be based on functional classification and land use objectives.

Policy T-14 Residential flow on, and accessibility to, arterial streets from unincorporated areas of the county and highways outside of the region, should be controlled and managed in cooperation with Kittitas County and the Washington State Department of Transportation (WSDOT) respectively.

Policy T-15 Provide a balance between protecting neighborhoods from increased through traffic while maintaining access to neighborhoods.

Policy T-16 Proactively work with WSDOT, Kittitas County, and neighboring jurisdictions to provide capacity on regional transportation systems and reduce non-essential traffic on local streets.

Policy T-17 Develop strategies to reduce adverse traffic impacts on local areas. Areas of the City that require this type of planning should be identified and addressed through the sub-area planning process, neighborhood plans, or traffic mitigation programs that are implemented through development review.

Policy T-18 Access management of Cle Elum's local system should be consistent with site Design Review Process, development standards, and the Cle Elum Municipal Code.

Policy T-19 Continue the traditional grid pattern of streets within the City; cul-de-sacs and other forms of dead-end streets are not encouraged except where they are required by topography or property configuration.

Policy T-20 Recognize First Street, and its avenues from Oakes to Peoh, through the Old Town area as the Downtown retail core with a need for pedestrian orientation. The maintenance of pedestrian improvements should be a priority.

Level of Service

Objective 3: Evaluate existing and future land use for its impacts to the circulation system; ensure that a consistent level of service is provided to the public; and any improvements that may be required, are concurrent to the development. (RCW 36.70(A).040; CWPP 4.8; KC Comp Plan GPO 4.16, 4.18)

Policy T-21 The City shall produce a financially feasible plan in the Capital Improvements section in each Element demonstrating its ability to achieve and maintain adopted levels of service.

Policy T-22 The City shall not issue development permits where the project requires transportation improvements that exceed the City's ability to provide these in accordance with the adopted Level of Service standard, unless the developer accepts full responsibility for such improvements.

Policy T-23 New development shall be allowed 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 level of service elsewhere.

Policy T-24 At a minimum, the developer or landowner's proposal shall include provisions for sidewalks, lighting, landscaping, access, off-street parking, stormwater control, and road and signage improvements.

Non-motorized Transportation

Objective 4: Promote the development and enhancement of non-motorized transportation Citywide. (CWPP 4.6; KC Comp Plan GPO 4.14.)

Policy T-25 Pedestrian and bicycle traffic should be accommodated within all areas of the City.

Policy T-26 Pedestrian and bicycle movement across arterial intersections should be enhanced.

Policy T-27 Obstructions and conflicts that restrict pedestrians and bicycle movement should be minimized on sidewalks, paths and other areas.

Policy T-28 Bicycle parking and storage facilities should be encouraged within development projects, in commercial areas, and in parks.

Policy T-29 Streets and pedestrian paths in residential neighborhoods should be arranged as interconnecting networks and should connect to other streets.

Policy T-30 New pedestrian facilities should be compliant with the Americans with Disabilities Act, and existing facilities should be upgraded to improve accessibility.

Policy T-31 Non-motorized transportation should be developed in tandem with motorized transportation systems, recognizing issues such as safety, user diversity, and experiential diversity.

Policy T-32 Recognize the diversity of transportation modes and trip purposes for the following three groups: pedestrians, bicyclists, other non-motorized wheels.

Policy T-33 Foot/bicycle separation should be provided wherever possible; however, where conflict occurs, foot traffic should be given preference.

Policy T-34 Adequate separation between non-motorized traffic should be provided to ensure safety.

Policy T-35 Appropriate mitigation measures should be taken to address the impacts to the City's transportation infrastructure. Contributions to the City's non-motorized circulation system will help alleviate such impacts.

Policy T-36 Encourage security, maintenance, and cleanliness of pedestrian facilities.

Policy T-37 Coordinate with WSDOT, TIB the Cle Elum Main Street program, the Historic Preservation Commission, and other interested parties to implement the vision defined in the Downtown Revitalization Plan.

Policy T-38 Utilize the Downtown Revitalization Plan to implement pedestrian enhancements in the Downtown area.

Policy T-39 Encourage the 7 principles of pedestrian design, whenever possible, on new and existing pedestrian facilities.

Policy T-40 Encourage the removal and/or maintenance of vegetation that impedes sight lines or the travel surface of pedestrian and bicycle facilities.

Policy T-41 Whenever practicable require that storm drains, utility boxes and other similar infrastructure on or near road shoulders be located outside of these travel ways. When not practicable, these improvements shall be flush with travel surface to create a viable pedestrian/bicycle travel lane.

Policy T-42 Cle Elum seeks to enable, whenever possible, residents to travel more safely and efficiently throughout the City on foot, by bicycle, and by wheelchair.

Transportation Demand Management / Commute Trip Reduction

Objective 5: Encourage the development and use of alternatives to single occupancy vehicles (CWPP 4.6; KC Comp Plan GPO 4.2.)

Policy T-42 Appropriate parking regulations should be developed to consider existing parking supply, land use intensity, and non-motorized transportation mode goals.

Policy T-43 Transportation demand management (TDM) measures should be implemented at residential and retail developments, as well as at the workplace.

Objective 6: Promote a reasonable balance between parking supply and demand.

Policy T-44 Site design and layout for all types of development should incorporate TDM measures such as convenient and direct pedestrian access to and from residential and commercial developments and non-motorized transportation facilities, including sidewalks, paths, and trails.

Policy T-45 Downtown area parking restrictions that apply to employee/business parking, not to business patron/customer parking.

Airport

Objective 7: Promote and develop local air transportation facilities in a responsible and efficient manner and recognize the Cle Elum Municipal Airport as a unique, valuable, and long-standing public transportation asset within the region. (KC Comp Plan GPO 4.15)

Policy T-46 Recognize that there are certain impacts to the community associated with the operation of the Cle Elum Municipal Airport, such as noise generation, but recognize that these impacts have historically been accepted by the community in exchange for the economic benefits and the civic prestige associated with a functioning Municipal Airport.

Policy T-47 Promote and develop airport facilities for aircraft, pilots, owners, and passengers in a manner that maximizes safety, efficiency and opportunity for use.

Policy T-48 Lease/Use airport property for aviation related uses that create jobs, expand the City's tax base and promote the primary aviation functions of the airport.

Objective 8: Maximize available space on airport site for uses that require direct access to taxiways and runways such as the storage and parking of aircraft and aircraft maintenance and service facilities.

Policy T-49 Develop appropriate land use plans and regulations that protect and enhance the function of the Cle Elum Municipal Airport.

Policy T-50 Make every effort to municipally annex the Cle Elum Municipal Airport into the City of Cle Elum.

Policy T-51 Protect the airport from height hazards by developing a height overlay district to prohibit penetration of the Federal (FAR) Part 77 "Imaginary Surfaces."

Freight

Objective 9: Minimize the impact of truck traffic on general traffic circulation and on Cle Elum neighborhoods.

Policy T-52 Heavy through truck traffic should be limited to designated truck routes in order to reduce excessive contributions to noise, parking issues, congestion, and to minimize wear on pavement surfaces not constructed to accommodate truck traffic.

Objective 10: Maintain the possibility of freight rail service from rail site(s) to Cle Elum commercial and industrial sites.

Policy T-53 Transportation facilities should be designed to complement (and not preclude) railroads.

Policy T-54 Strategies to mitigate and plan for future rail freight service should be supported.

Policy T-55 Cle Elum should continue to work with local, regional, state, and federal agencies to address regional freight needs.

Policy T-56 Recognize the importance of barrier free freight mobility. Designate Freight mobility corridors to facilitate more efficient and direct freight movement.

Policy T-57 Support railroad crossing improvements that minimize maintenance to City maintained surface streets.

Financing and Implementation

Objective 11: Pursue adequate funding for transportation improvements from all potential sources in an efficient and equitable manner. (RCW 36.70(A).040; CWPP 4.2, 4.8; KC Comp Plan GPO 4.34-4.44)

Policy T-58 To support economic development, growth related traffic improvements should be funded by impact fees or as a condition of development approval.

Policy T-59 Coordinate equitable public/private partnerships to help pay for transportation improvements.

Policy T-60 Pursue federal, state and local sources of funding (e.g. loans, matching funds, grants), for transportation improvements.

Objective 12: Develop a staging and implementation plan that expedites transportation system improvement projects.

Policy T-61 Establish a mechanism to provide multi-jurisdictional cooperation to fund transportation improvements. This could include establishing joint and/or coordinated transportation mitigation systems with other jurisdictions.

Policy T-62 Create a funding mechanism and/or strategy that can be applied across boundaries to address the enormous impact of growth in Kittitas County that has a direct impact on Cle Elum's transportation system.

Intergovernmental Coordination

Objective 13: Coordinate transportation operations, planning and improvements with other transportation authorities and municipalities (RCW 36.70(A).040; CWPP 4.3; KC Comp Plan GPO 4.8, 4.45)

Policy T-63 A sub-regional transportation system should be designed and implemented in cooperation with neighboring jurisdictions including: WSDOT, Roslyn, So. Cle Elum and Kittitas County.

Policy T-64 Work more directly with Kittitas County to ensure that County policies regarding transportation consistency/concurrency in Cle Elum's potential annexation areas are compatible with Cle Elum's transportation plans and goals and with GMA requirements.

Appendix A:

County-wide Planning Policies (CWPP) – Kittitas County

Countywide planning policies must be considered and incorporated into the Transportation Element for the plan to achieve "interjurisdictional consistency." The following Kittitas County Countywide Planning Policies apply to discussion of the Transportation Element:

Policy 4.1 Transportation plans (i.e., transportation elements of comprehensive plans) shall promote the development and implementation of a safe, efficient, and environmentally sound transportation system in accordance with federal and state requirements, including the State's Growth Management Act that is responsive to the community.

Policy 4.2 Transportation plans will support the planning goals for comprehensive plans set forth in RCW 36.70A.020 and 36.70A.070(6), including promotion of economic development consistent with available resources and public services and facilities.

Policy 4.3 Transportation plans will be consistent with their respective comprehensive plans and will be compatible with the applicable components of other local and regional transportation plans (e.g., QUADCO Regional Transportation Planning Organization, bordering counties, WSDOT and local agencies).

Policy 4.4 The County and cities shall cooperate in the analysis of, and response to, any proposed major regional industrial, retail/commercial, recreation, or residential development proposals that may impact the transportation system in Kittitas County.

Policy 4.5 Transportation plans and project prioritization shall be developed in active consultation with the public.

Policy 4.6 Inter-jurisdictional transportation plans shall promote a coordinated and efficient multi-modal transportation system, including alternative forms of transportation for the movement of goods and people.

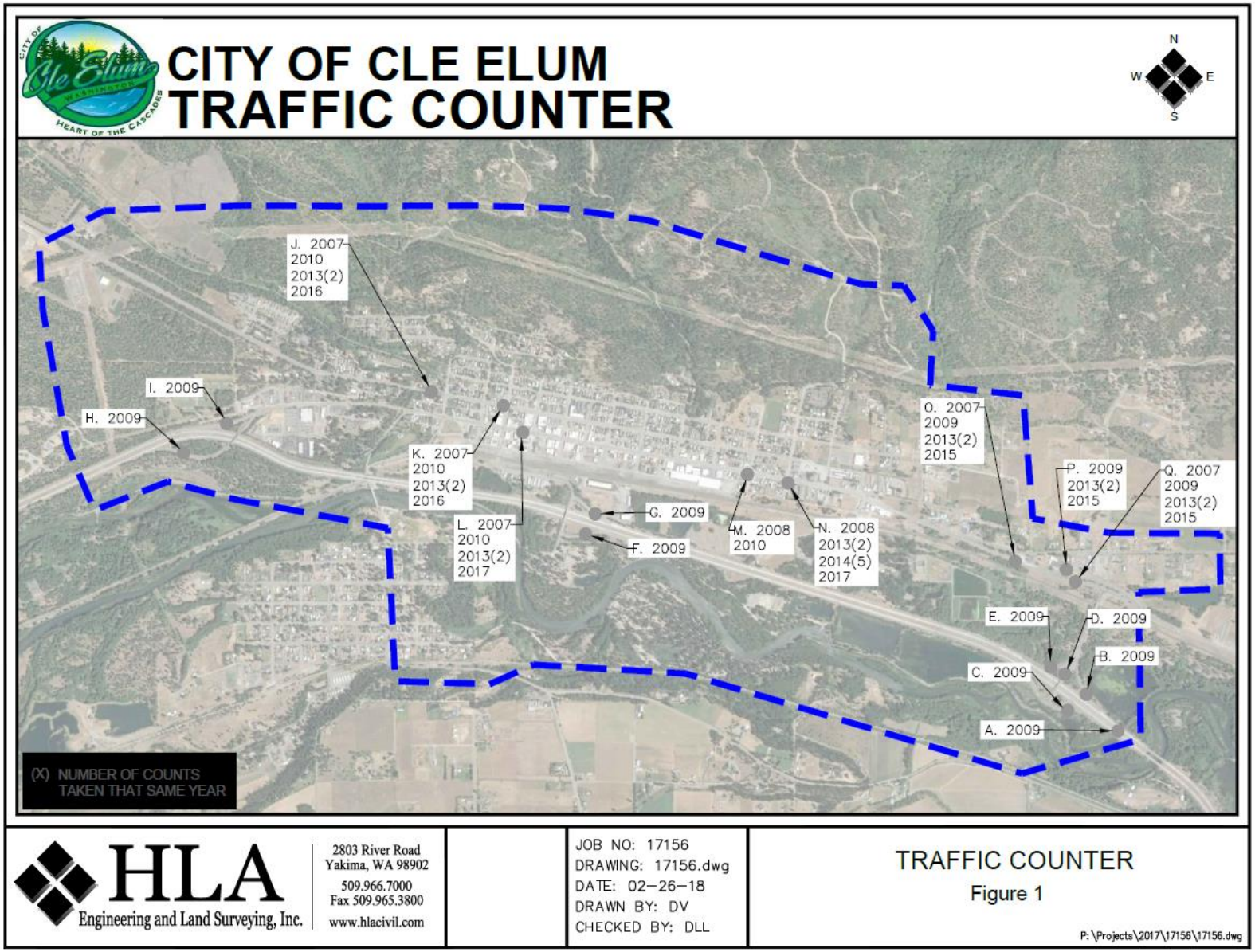
Policy 4.7 The transportation plans will, to the maximum extent practical, provide a safe and environmentally sound system that meets community, elderly, disabled and low-income population needs.

Policy 4.8 Transportation improvements which are necessary to maintain the identified level of service standards shall be implemented concurrent with new development so that improvements are in place at the time of development, or that a financial commitment is provided to ensure completion of the improvements within six years.

Appendix B:

Traffic Count Summaries

Cle Elum Traffic Count Summary



		Date			Location					3 Day Average with Seasonal Factor					AMPK		PMPK	
Location	Day of Week	Month	Day	Year	NB, SB, EB, WB	On Road	n/o, s/o, e/o, w/o	Ref Location	Lane	AM_Per	MD_Per	PM_Per	NT_Per	Daily	Time	Volume	Time	Volume
A	Tuesday	6	16	2009	WB	SR 90	e/o	SR 970 / White Rd I/C	All									
	Wednesday	6	17	2009	WB	SR 90	e/o	SR 970 / White Rd I/C	All	2,178.7	6,340.3	2,960.4	4,965.4	16,444.8	9-10	900.7	3-4	1,063.2
	Thursday	6	18	2009	WB	SR 90	e/o	SR 970 / White Rd I/C	All									
A	Tuesday	6	16	2009	EB	SR 90	e/o	SR 970 / White Rd I/C	All									
	Wednesday	6	17	2009	EB	SR 90	e/o	SR 970 / White Rd I/C	All	1,890.7	7,230.4	3,525.8	4,478.8	17,125.8	9-10	861.6	4-5	1,306.6
	Thursday	6	18	2009	EB	SR 90	e/o	SR 970 / White Rd I/C	All									
A	Tuesday	6	16	2009	bothways	SR 90	e/o	SR 970 / White Rd I/C	All									
	Wednesday	6	17	2009	bothways	SR 90	e/o	SR 970 / White Rd I/C	All	4,069.5	13,570.8	6,486.2	9,444.2	33,570.6	9-10	1,762.2	3-4	2,316.4
	Thursday	6	18	2009	bothways	SR 90	e/o	SR 970 / White Rd I/C	All									
A	Tuesday	6	16	2009	WB	SR 90	e/o	SR 970 / White Rd I/C	All									
	Wednesday	6	17	2009	WB	SR 90	e/o	SR 970 / White Rd I/C	All	2,190.6	6,357.7	2,969.9	4,999.0	16,517.2	9-10	903.4	3-4	1,064.5
	Thursday	6	18	2009	WB	SR 90	e/o	SR 970 / White Rd I/C	All									
A	Tuesday	6	16	2009	EB	SR 90	e/o	SR 970 / White Rd I/C	All									
	Wednesday	6	17	2009	EB	SR 90	e/o	SR 970 / White Rd I/C	All	1,783.0	6,637.1	3,225.9	4,090.9	15,736.9	9-10	808.2	4-5	1,196.5
	Thursday	6	18	2009	EB	SR 90	e/o	SR 970 / White Rd I/C	All									
A	Tuesday	6	16	2009	bothways	SR 90	e/o	SR 970 / White Rd I/C	All									
	Wednesday	6	17	2009	bothways	SR 90	e/o	SR 970 / White Rd I/C	All	3,973.6	12,994.8	6,195.8	9,089.9	32,254.1	9-10	1,711.6	3-4	2,221.9
	Thursday	6	18	2009	bothways	SR 90	e/o	SR 970 / White Rd I/C	All									
H	Tuesday	6	16	2009	EB	SR 90	e/o	Off Ramp to W First Street	All									
	Wednesday	6	17	2009	EB	SR 90	e/o	Off Ramp to W First Street	All	332.2	1,219.2	649.4	590.9	2,791.7	9-10	164.2	4-5	238.0
	Thursday	6	18	2009	EB	SR 90	e/o	Off Ramp to W First Street	All									
D1	Tuesday	8	11	2009	NB	SR 90	e/o	Bridge over 90 to SR 970	All									
	Wednesday	8	12	2009	NB	SR 90	e/o	Bridge over 90 to SR 970	All	129.3	689.5	330.2	378.0	1,526.9	9-10	75.9	2-3	125.5
	Thursday	8	13	2009	NB	SR 90	e/o	Bridge over 90 to SR 970	All									
S	Tuesday	6	16	2009	EB	SR 90	e/o	On Ramp From Bullfrog RD	All									
	Wednesday	6	17	2009	EB	SR 90	e/o	On Ramp From Bullfrog RD	All	47.3	203.3	153.7	96.9	501.2	9-10	25.5	5-6	57.1
	Thursday	6	18	2009	EB	SR 90	e/o	On Ramp From Bullfrog RD	All									
C	Tuesday	6	16	2009	EB	SR 90	e/o	On Ramp From SR 970	All									
	Wednesday	6	17	2009	EB	SR 90	e/o	On Ramp From SR 970	All	142.8	545.7	238.7	195.5	1,122.7	8-9	68.7	2-3	92.5
	Thursday	6	18	2009	EB	SR 90	e/o	On Ramp From SR 970	All									
F	Tuesday	6	16	2009	EB	SR 90	e/o	On Ramp from Oaks Ave	All									
	Wednesday	6	17	2009	EB	SR 90	e/o	On Ramp from Oaks Ave	All	153.0	364.8	188.7	208.1	914.6	7-8	64.6	4-5	70.7
	Thursday	6	18	2009	EB	SR 90	e/o	On Ramp from Oaks Ave	All									
D2	Tuesday	8	11	2009	SB	SR 90	e/o	Bridge over 90 from SR 970	All									
	Wednesday	8	12	2009	SB	SR 90	e/o	Bridge over 90 from SR 970	All	113.9	514.4	233.8	202.3	1,064.4	9-10	68.8	2-3	98.8
	Thursday	8	13	2009	SB	SR 90	e/o	Bridge over 90 from SR 970	All									
R	Tuesday	6	16	2009	WB	SR 90	0	Off Ramp To Bullfrog RD	All									
	Wednesday	6	17	2009	WB	SR 90	0	Off Ramp To Bullfrog RD	All	122.1	206.7	83.6	100.3	512.7	6-7	47.9	4-5	32.6
	Thursday	6	18	2009	WB	SR 90	0	Off Ramp To Bullfrog RD	All									
G	Tuesday	6	16	2009	WB	SR 90	0	WB Off Ramp to Oaks Ave	All									
	Wednesday	6	17	2009	WB	SR 90	0	WB Off Ramp to Oaks Ave	All	143.1	362.1	205.0	207.4	917.7	8-9	59.2	4-5	80.6
	Thursday	6	18	2009	WB	SR 90	0	WB Off Ramp to Oaks Ave	All									

		Date			Location						3 Day Average with Seasonal Factor					AMPK		PMPK	
Location	Day of Week	Month	Day	Year	NB, SB, EB, WB	On Road	n/o, s/o, e/o, w/o	Ref Location	Lane	AM_Per	MD_Per	PM_Per	NT_Per	Daily	Time	Volume	Time	Volume
B	Tuesday	6	16	2009	WB	SR 90	0	WB Off Ramp to SR 970	All									
	Wednesday	6	17	2009	WB	SR 90	0	WB Off Ramp to SR 970	All	120.9	417.3	204.4	195.1	937.7	8-9	53.5	3-4	82.0
	Thursday	6	18	2009	WB	SR 90	0	WB Off Ramp to SR 970	All									
I	Tuesday	6	16	2009	WB	SR 90	0	On Ramp From W First Street	All									
	Wednesday	6	17	2009	WB	SR 90	0	On Ramp From W First Street	All	313.8	1,010.1	544.7	567.8	2,436.4	9-10	131.6	3-4	195.8
	Thursday	6	18	2009	WB	SR 90	0	On Ramp From W First Street	All									
E	Tuesday	6	16	2009	WB	SR 90	0	WB on Ramp From SR 970	All									
	Wednesday	6	17	2009	WB	SR 90	0	WB on Ramp From SR 970	All	165.1	677.7	316.7	348.1	1,507.6	9-10	97.0	2-3	132.3
	Thursday	6	118	2009	WB	SR 90	0	WB on Ramp From SR 970	All									
Q	Tuesday	6	4	2007	WB	SR 903	w/o	SR 970	All									
	Wednesday	6	5	2007	WB	SR 903	w/o	SR 970	All	125.6	436.2	441.4	230.5	1,233.7	9-10	63.1	4-5	81.9
	Thursday	6	6	2007	WB	SR 903	w/o	SR 970	All									
Q	Tuesday	6	4	2007	EB	SR 903	w/o	SR 970	All									
	Wednesday	6	5	2007	EB	SR 903	w/o	SR 970	All	138.6	405.0	263.4	215.1	1,022.0	9-10	61.6	4-5	80.7
	Thursday	6	6	2007	EB	SR 903	w/o	SR 970	All									
Q	Tuesday	6	4	2007	bothways	SR 903	w/o	SR 970	All									
	Wednesday	6	5	2007	bothways	SR 903	w/o	SR 970	All	264.2	841.1	704.8	445.6	2,255.7	9-10	124.7	4-5	156.8
	Thursday	6	6	2007	bothways	SR 903	w/o	SR 970	All									
Q	Tuesday	8	11	2009	WB	SR 903	w/o	SR 970	All									
	Wednesday	8	12	2009	WB	SR 903	w/o	SR 970	All	91.2	472.2	559.5	228.0	1,350.9	9-10	44.7	2-3	99.6
	Thursday	8	13	2009	WB	SR 903	w/o	SR 970	All									
Q	Tuesday	8	11	2009	EB	SR 903	w/o	SR 970	All									
	Wednesday	8	12	2009	EB	SR 903	w/o	SR 970	All	132.9	604.8	182.3	277.5	1,197.5	9-10	77.1	2-3	120.0
	Thursday	8	13	2009	EB	SR 903	w/o	SR 970	All									
Q	Tuesday	8	11	2009	bothways	SR 903	w/o	SR 970	All									
	Wednesday	8	12	2009	bothways	SR 903	w/o	SR 970	All	224.1	1,077.0	741.8	505.5	2,548.4	9-10	121.8	2-3	219.3
	Thursday	8	13	2009	bothways	SR 903	w/o	SR 970	All									
Q	Tuesday	9	24	2013	WB	SR 903	w/o	SR 970	All									
	Wednesday	9	25	2013	WB	SR 903	w/o	SR 970	All	91.6	346.4	362.8	178.1	978.9	9-10	44.3	2-3	67.6
	Thursday	9	26	2013	WB	SR 903	w/o	SR 970	All									
Q	Tuesday	9	24	2013	EB	SR 903	w/o	SR 970	All									
	Wednesday	9	25	2013	EB	SR 903	w/o	SR 970	All	107.7	357.6	220.9	140.4	826.7	9-10	54.6	4-5	68.3
	Thursday	9	26	2013	EB	SR 903	w/o	SR 970	All									
Q	Tuesday	9	24	2013	bothways	SR 903	w/o	SR 970	All									
	Wednesday	9	25	2013	bothways	SR 903	w/o	SR 970	All	199.3	704.0	583.7	318.5	1,805.5	9-10	97.7	3-4	133.8
	Thursday	9	26	2013	bothways	SR 903	w/o	SR 970	All									
Q	Tuesday	10	15	2013	WB	SR 903	w/o	SR 970	All									
	Wednesday	10	16	2013	WB	SR 903	w/o	SR 970	All	95.3	366.3	423.3	149.8	1,034.6	9-10	47.0	5-6	81.3
	Thursday	10	17	2013	WB	SR 903	w/o	SR 970	All									
Q	Tuesday	10	15	2013	EB	SR 903	w/o	SR 970	All									
	Wednesday	10	16	2013	EB	SR 903	w/o	SR 970	All	102.8	363.5	192.2	135.0	793.5	9-10	50.8	3-4	79.6
	Thursday	10	17	2013	EB	SR 903	w/o	SR 970	All									
Q	Tuesday	10	15	2013	bothways	SR 903	w/o	SR 970	All									
	Wednesday	10	16	2013	bothways	SR 903	w/o	SR 970	All	198.0	729.8	615.5	284.8	1,828.1	9-10	96.8	3-4	153.5
	Thursday	10	17	2013	bothways	SR 903	w/o	SR 970	All									

		Date			Location						3 Day Average with Seasonal Factor					AMPK		PMPK	
Location	Day of Week	Month	Day	Year	NB, SB, EB, WB	On Road	n/o, s/o, e/o, w/o	Ref Location	Lane	AM_Per	MD_Per	PM_Per	NT_Per	Daily	Time	Volume	Time	Volume
Q	Tuesday	10	27	2015	WB	SR 903	w/o	SR 970	All									
	Wednesday	10	28	2015	WB	SR 903	w/o	SR 970	All	94.2	337.0	361.2	153.5	945.8	9-10	44.0	4-5	72.2
	Thursday	10	29	2015	WB	SR 903	w/o	SR 970	All									
Q	Tuesday	10	27	2015	EB	SR 903	w/o	SR 970	All									
	Wednesday	10	28	2015	EB	SR 903	w/o	SR 970	All	131.4	371.4	575.1	140.4	1,218.4	9-10	62.6	2-3	66.3
	Thursday	10	29	2015	EB	SR 903	w/o	SR 970	All									
Q	Tuesday	10	27	2015	bothways	SR 903	w/o	SR 970	All									
	Wednesday	10	28	2015	bothways	SR 903	w/o	SR 970	All	225.7	708.4	936.3	293.9	2,164.2	9-10	101.1	4-5	137.0
	Thursday	10	29	2015	bothways	SR 903	w/o	SR 970	All									
O	Tuesday	6	5	2007	WB	SR 903	w/o	SR 903 Wye Conn	All									
	Wednesday	6	6	2007	WB	SR 903	w/o	SR 903 Wye Conn	All	447.7	1,131.7	1,218.8	597.3	3,395.5	9-10	172.9	4-5	209.9
	Thursday	6	7	2007	WB	SR 903	w/o	SR 903 Wye Conn	All									
O	Tuesday	6	5	2007	EB	SR 903	w/o	SR 903 Wye Conn	All									
	Wednesday	6	6	2007	EB	SR 903	w/o	SR 903 Wye Conn	All	372.8	1,102.3	583.2	618.5	2,676.8	8-9	161.7	2-3	232.4
	Thursday	6	7	2007	EB	SR 903	w/o	SR 903 Wye Conn	All									
O	Tuesday	6	5	2007	bothways	SR 903	w/o	SR 903 Wye Conn	All									
	Wednesday	6	6	2007	bothways	SR 903	w/o	SR 903 Wye Conn	All	820.5	2,234.1	1,802.0	1,215.8	6,072.3	9-10	324.6	4-5	434.7
	Thursday	6	7	2007	bothways	SR 903	w/o	SR 903 Wye Conn	All									
O	Tuesday	8	11	2009	WB	SR 903	w/o	SR 903 Wye Conn	All									
	Wednesday	8	12	2009	WB	SR 903	w/o	SR 903 Wye Conn	All	263.7	1,125.6	1,222.2	472.5	3,084.0	9-10	128.4	4-5	218.1
	Thursday	8	13	2009	WB	SR 903	w/o	SR 903 Wye Conn	All									
O	Tuesday	8	11	2009	EB	SR 903	w/o	SR 903 Wye Conn	All									
	Wednesday	8	12	2009	EB	SR 903	w/o	SR 903 Wye Conn	All	269.1	1,295.7	390.4	555.6	2,510.8	9-10	161.4	2-3	250.8
	Thursday	8	13	2009	EB	SR 903	w/o	SR 903 Wye Conn	All									
O	Tuesday	8	11	2009	bothways	SR 903	w/o	SR 903 Wye Conn	All									
	Wednesday	8	12	2009	bothways	SR 903	w/o	SR 903 Wye Conn	All	532.8	2,421.3	1,612.6	1,028.1	5,594.8	9-10	289.8	4-5	468.9
	Thursday	8	13	2009	bothways	SR 903	w/o	SR 903 Wye Conn	All									
O	Tuesday	9	24	2013	WB	SR 903	w/o	SR 903 Wye Conn	All									
	Wednesday	9	25	2013	WB	SR 903	w/o	SR 903 Wye Conn	All	243.3	765.3	794.7	337.9	2,141.2	9-10	105.0	4-5	145.0
	Thursday	9	26	2013	WB	SR 903	w/o	SR 903 Wye Conn	All									
O	Tuesday	9	24	2013	EB	SR 903	w/o	SR 903 Wye Conn	All									
	Wednesday	9	25	2013	EB	SR 903	w/o	SR 903 Wye Conn	All	250.6	776.2	572.5	355.5	1,954.8	9-10	110.4	2-3	143.2
	Thursday	9	26	2013	EB	SR 903	w/o	SR 903 Wye Conn	All									
O	Tuesday	9	24	2013	bothways	SR 903	w/o	SR 903 Wye Conn	All									
	Wednesday	9	25	2013	bothways	SR 903	w/o	SR 903 Wye Conn	All	493.8	1,541.5	1,367.2	693.4	4,096.0	9-10	210.8	4-5	285.7
	Thursday	9	26	2013	bothways	SR 903	w/o	SR 903 Wye Conn	All									
O	Tuesday	10	15	2013	WB	SR 903	w/o	SR 903 Wye Conn	All									
	Wednesday	10	16	2013	WB	SR 903	w/o	SR 903 Wye Conn	All	297.0	1,003.9	1,112.0	352.2	2,765.2	9-10	136.9	4-5	211.2
	Thursday	10	17	2013	WB	SR 903	w/o	SR 903 Wye Conn	All									
O	Tuesday	10	15	2013	EB	SR 903	w/o	SR 903 Wye Conn	All									
	Wednesday	10	16	2013	EB	SR 903	w/o	SR 903 Wye Conn	All	270.1	964.1	484.2	377.6	2,096.0	9-10	126.0	2-3	202.4
	Thursday	10	17	2013	EB	SR 903	w/o	SR 903 Wye Conn	All									
O	Tuesday	10	15	2013	bothways	SR 903	w/o	SR 903 Wye Conn	All									
	Wednesday	10	16	2013	bothways	SR 903	w/o	SR 903 Wye Conn	All	567.1	1,968.0	1,596.2	729.8	4,861.2	9-10	262.9	4-5	406.7
	Thursday	10	17	2013	bothways	SR 903	w/o	SR 903 Wye Conn	All									

		Date			Location					3 Day Average with Seasonal Factor					AMPK		PMPK	
Location	Day of Week	Month	Day	Year	NB, SB, EB, WB	On Road	n/o, s/o, e/o, w/o	Ref Location	Lane	AM_Per	MD_Per	PM_Per	NT_Per	Daily	Time	Volume	Time	Volume
O	Tuesday	10	27	2015	WB	SR 903	w/o	SR 903 Wye Conn	All									
	Wednesday	10	28	2015	WB	SR 903	w/o	SR 903 Wye Conn	All	302.6	945.8	991.1	327.7	2,567.1	9-10	135.2	4-5	177.3
	Thursday	10	29	2015	WB	SR 903	w/o	SR 903 Wye Conn	All									
O	Tuesday	10	27	2015	EB	SR 903	w/o	SR 903 Wye Conn	All									
	Wednesday	10	28	2015	EB	SR 903	w/o	SR 903 Wye Conn	All	277.1	973.7	608.1	345.0	2,204.0	9-10	141.4	2-3	182.6
	Thursday	10	29	2015	EB	SR 903	w/o	SR 903 Wye Conn	All									
O	Tuesday	10	27	2015	bothways	SR 903	w/o	SR 903 Wye Conn	All									
	Wednesday	10	28	2015	bothways	SR 903	w/o	SR 903 Wye Conn	All	579.7	1,919.5	1,599.2	672.7	4,771.1	9-10	272.5	4-5	358.4
	Thursday	10	29	2015	bothways	SR 903	w/o	SR 903 Wye Conn	All									
M	Tuesday	8	5	2008	SB	SR 903	w/o	Yakima Ave	All									
	Wednesday	8	31	2008	SB	SR 903	w/o	Yakima Ave	All	287.1	1,325.7	1,575.6	1,730.6	4,919.0	9-10	152.4	4-6	667.1
	Thursday	8	32	2008	SB	SR 903	w/o	Yakima Ave	All									
M	Tuesday	8	5	2008	NB	SR 903	w/o	Yakima Ave	All									
	Wednesday	8	31	2008	NB	SR 903	w/o	Yakima Ave	All	320.1	1,237.2	1,332.4	1,507.3	4,397.0	9-10	155.1	2-4	653.0
	Thursday	8	32	2008	NB	SR 903	w/o	Yakima Ave	All									
M	Tuesday	8	5	2008	bothways	SR 903	w/o	Yakima Ave	All									
	Wednesday	8	31	2008	bothways	SR 903	w/o	Yakima Ave	All	607.2	2,562.9	2,908.0	3,237.9	9,316.0	9-10	307.5	4-6	1,302.1
	Thursday	8	32	2008	bothways	SR 903	w/o	Yakima Ave	All									
M	Tuesday	4	18	2017	WB	SR 903	e/o	Yakima Ave	All									
	Wednesday	4	19	2017	WB	SR 903	e/o	Yakima Ave	All	499.6	1,431.7	1,309.8	585.9	3,827.0	9-10	199.8	4-5	256.4
	Thursday	4	20	2017	WB	SR 903	e/o	Yakima Ave	All									
M	Tuesday	4	18	2017	EB	SR 903	e/o	Yakima Ave	All									
	Wednesday	4	19	2017	EB	SR 903	e/o	Yakima Ave	All	391.2	1,459.9	1,332.4	617.2	3,800.7	9-10	181.4	2-3	270.0
	Thursday	4	20	2017	EB	SR 903	e/o	Yakima Ave	All									
M	Tuesday	4	18	2017	bothways	SR 903	e/o	Yakima Ave	All									
	Wednesday	4	19	2017	bothways	SR 903	e/o	Yakima Ave	All	890.8	2,891.6	2,642.2	1,203.1	7,627.7	9-10	376.0	4-5	511.5
	Thursday	4	20	2017	bothways	SR 903	e/o	Yakima Ave	All									
M	Tuesday	4	28	2014	WB	SR 903	e/o	Yakima Ave	All									
	Wednesday	4	29	2014	WB	SR 903	e/o	Yakima Ave	All	835.9	1,267.1	2,679.9	479.1	5,262.0	9-10	401.9	4-5	228.4
	Thursday	4	30	2014	WB	SR 903	e/o	Yakima Ave	All									
M	Tuesday	4	28	2014	EB	SR 903	e/o	Yakima Ave	All									
	Wednesday	4	29	2014	EB	SR 903	e/o	Yakima Ave	All	686.2	1,263.6	642.8	505.1	3,097.7	9-10	359.2	2-3	226.5
	Thursday	4	30	2014	EB	SR 903	e/o	Yakima Ave	All									
M	Tuesday	4	28	2014	bothways	SR 903	e/o	Yakima Ave	All									
	Wednesday	4	29	2014	bothways	SR 903	e/o	Yakima Ave	All	1,522.2	2,530.7	3,322.6	984.2	8,359.7	9-10	761.1	4-5	455.0
	Thursday	4	30	2014	bothways	SR 903	e/o	Yakima Ave	All									
M	Tuesday	6	2	20014	WB	SR 903	e/o	Yakima Ave	All									
	Wednesday	6	3	20014	WB	SR 903	e/o	Yakima Ave	All	413.4	1,242.5	1,304.3	523.6	3,483.8	9-10	191.1	4-5	236.3
	Thursday	6	4	20014	WB	SR 903	e/o	Yakima Ave	All									
M	Tuesday	6	2	20014	EB	SR 903	e/o	Yakima Ave	All									
	Wednesday	6	3	20014	EB	SR 903	e/o	Yakima Ave	All	333.1	1,185.1	711.5	553.3	2,782.9	9-10	183.8	2-3	242.4
	Thursday	6	4	20014	EB	SR 903	e/o	Yakima Ave	All									
M	Tuesday	6	2	20014	bothways	SR 903	e/o	Yakima Ave	All									
	Wednesday	6	3	20014	bothways	SR 903	e/o	Yakima Ave	All	746.5	2,427.6	2,015.8	1,076.8	6,266.7	9-10	374.9	4-5	467.1
	Thursday	6	4	20014	bothways	SR 903	e/o	Yakima Ave	All									

		Date			Location					3 Day Average with Seasonal Factor					AMPK		PMPK	
Location	Day of Week	Month	Day	Year	NB, SB, EB, WB	On Road	n/o, s/o, e/o, w/o	Ref Location	Lane	AM_Per	MD_Per	PM_Per	NT_Per	Daily	Time	Volume	Time	Volume
	Tuesday	7	7	2014	WB	SR 903	e/o	Yakima Ave	All									
M	Wednesday	7	8	2014	WB	SR 903	e/o	Yakima Ave	All	407.9	1,534.3	1,449.9	686.3	4,078.4	9-10	202.7	4-5	271.1
	Thursday	7	9	2014	WB	SR 903	e/o	Yakima Ave	All									
	Tuesday	7	7	2014	EB	SR 903	e/o	Yakima Ave	All									
M	Wednesday	7	8	2014	EB	SR 903	e/o	Yakima Ave	All	251.8	1,379.4	720.3	660.9	3,012.3	9-10	167.1	2-3	265.9
	Thursday	7	9	2014	EB	SR 903	e/o	Yakima Ave	All									
	Tuesday	7	7	2014	bothways	SR 903	e/o	Yakima Ave	All									
M	Wednesday	7	8	2014	bothways	SR 903	e/o	Yakima Ave	All	659.6	2,913.6	2,170.2	1,347.2	7,090.7	9-10	369.8	4-5	523.8
	Thursday	7	9	2014	bothways	SR 903	e/o	Yakima Ave	All									
	Tuesday	8	12	2013	WB	SR 903	e/o	SR 970	All									
	Wednesday	8	13	2013	WB	SR 903	e/o	SR 970	All	410.7	1,486.8	1,546.5	615.6	4,059.6	9-10	190.8	4-5	276.3
	Thursday	8	14	2013	WB	SR 903	e/o	SR 970	All									
	Tuesday	8	12	2013	EB	SR 903	e/o	SR 970	All									
	Wednesday	8	13	2013	EB	SR 903	e/o	SR 970	All	332.1	1,397.7	707.4	622.2	3,059.4	9-10	172.8	2-3	260.7
	Thursday	8	14	2013	EB	SR 903	e/o	SR 970	All									
	Tuesday	8	12	2013	bothways	SR 903	e/o	SR 970	All									
	Wednesday	8	13	2013	bothways	SR 903	e/o	SR 970	All	742.8	2,884.5	2,253.9	1,237.8	7,119.0	9-10	363.6	4-5	529.2
	Thursday	8	14	2013	bothways	SR 903	e/o	SR 970	All									
	Tuesday	8	19	2014	WB	SR 903	e/o	Yakima Ave	All									
M	Wednesday	8	20	2014	WB	SR 903	e/o	Yakima Ave	All	449.7	1,421.1	1,458.6	657.9	3,987.3	8-9	200.7	4-5	255.3
	Thursday	8	21	2014	WB	SR 903	e/o	Yakima Ave	All									
	Tuesday	8	19	2014	EB	SR 903	e/o	Yakima Ave	All									
M	Wednesday	8	20	2014	EB	SR 903	e/o	Yakima Ave	All	313.5	1,359.0	644.9	557.4	2,874.8	9-10	177.3	4-5	275.4
	Thursday	8	21	2014	EB	SR 903	e/o	Yakima Ave	All									
	Tuesday	8	19	2014	bothways	SR 903	e/o	Yakima Ave	All									
M	Wednesday	8	20	2014	bothways	SR 903	e/o	Yakima Ave	All	763.2	2,780.1	2,103.5	1,215.3	6,862.1	9-10	371.4	5-6	524.4
	Thursday	8	21	2014	bothways	SR 903	e/o	Yakima Ave	All									
	Tuesday	9	16	2014	WB	SR 903	e/o	Yakima Ave	All									
M	Wednesday	9	12	2014	WB	SR 903	e/o	Yakima Ave	All	407.6	1,323.6	1,305.8	502.0	3,538.9	9-10	174.8	2-3	240.4
	Thursday	9	13	2014	WB	SR 903	e/o	Yakima Ave	All									
	Tuesday	9	16	2014	EB	SR 903	e/o	Yakima Ave	All									
M	Wednesday	9	12	2014	EB	SR 903	e/o	Yakima Ave	All	327.8	1,286.8	718.8	529.0	2,862.4	9-10	161.3	3-4	246.9
	Thursday	9	13	2014	EB	SR 903	e/o	Yakima Ave	All									
	Tuesday	9	16	2014	bothways	SR 903	e/o	Yakima Ave	All									
M	Wednesday	9	12	2014	bothways	SR 903	e/o	Yakima Ave	All	735.4	2,610.3	2,024.6	1,031.0	6,401.3	9-10	336.1	2-3	479.3
	Thursday	9	13	2014	bothways	SR 903	e/o	Yakima Ave	All									
	Tuesday	10	15	2013	WB	SR 903	e/o	Yakima Ave	All									
M	Wednesday	10	16	2013	WB	SR 903	e/o	Yakima Ave	All	418.9	1,392.5	1,384.9	492.6	3,688.9	9-10	196.8	3-4	267.6
	Thursday	10	17	2013	WB	SR 903	e/o	Yakima Ave	All									
	Tuesday	10	15	2013	EB	SR 903	e/o	Yakima Ave	All									
M	Wednesday	10	16	2013	EB	SR 903	e/o	Yakima Ave	All	346.9	1,271.8	561.6	502.9	2,683.2	9-10	158.5	3-4	242.2
	Thursday	10	17	2013	EB	SR 903	e/o	Yakima Ave	All									
	Tuesday	10	15	2013	bothways	SR 903	e/o	Yakima Ave	All									
M	Wednesday	10	16	2013	bothways	SR 903	e/o	Yakima Ave	All	765.8	2,664.3	1,946.5	995.5	6,372.1	9-10	351.6	3-4	504.2
	Thursday	10	17	2013	bothways	SR 903	e/o	Yakima Ave	All									

		Date			Location					3 Day Average with Seasonal Factor					AMPK		PMPK	
Location	Day of Week	Month	Day	Year	NB, SB, EB, WB	On Road	n/o, s/o, e/o, w/o	Ref Location	Lane	AM_Per	MD_Per	PM_Per	NT_Per	Daily	Time	Volume	Time	Volume
M	Tuesday	10	15	2013	WB	SR 903	w/o	Yakima Ave	All									
	Wednesday	10	16	2013	WB	SR 903	w/o	Yakima Ave	All	287.1	1,108.8	1,065.3	602.7	3,063.9	9-10	152.4	2-3	224.7
	Thursday	10	17	2013	WB	SR 903	w/o	Yakima Ave	All									
M	Tuesday	10	15	2013	EB	SR 903	w/o	Yakima Ave	All									
	Wednesday	10	16	2013	EB	SR 903	w/o	Yakima Ave	All	320.1	1,137.9	706.8	513.3	2,678.1	9-10	155.1	2-3	209.1
	Thursday	10	17	2013	EB	SR 903	w/o	Yakima Ave	All									
M	Tuesday	10	15	2013	bothways	SR 903	w/o	Yakima Ave	All									
	Wednesday	10	16	2013	bothways	SR 903	w/o	Yakima Ave	All	607.2	2,246.7	1,772.1	1,116.0	5,742.0	9-10	307.5	2-3	428.1
	Thursday	10	17	2013	bothways	SR 903	w/o	Yakima Ave	All									
M	Tuesday	8	31	2010	WB	SR 903	w/o	Yakima Ave	All									
	Wednesday	8	1	2010	WB	SR 903	w/o	Yakima Ave	All	405.0	1,473.0	1,449.9	607.9	3,935.8	9-10	194.4	3-4	258.4
	Thursday	8	2	2010	WB	SR 903	w/o	Yakima Ave	All									
M	Tuesday	8	31	2010	EB	SR 903	w/o	Yakima Ave	All									
	Wednesday	8	1	2010	EB	SR 903	w/o	Yakima Ave	All	364.3	1,436.9	836.1	663.4	3,300.7	9-10	186.3	3-4	268.5
	Thursday	8	2	2010	EB	SR 903	w/o	Yakima Ave	All									
M	Tuesday	8	31	2010	bothways	SR 903	w/o	Yakima Ave	All									
	Wednesday	8	1	2010	bothways	SR 903	w/o	Yakima Ave	All	769.3	2,909.9	2,286.1	1,271.3	7,236.5	9-10	379.1	3-4	518.4
	Thursday	8	2	2010	bothways	SR 903	w/o	Yakima Ave	All									
L	Tuesday	4	18	2017	WB	SR 903	w/o	Pennslyvania Ave	All								2-3	
	Wednesday	4	19	2017	WB	SR 903	w/o	Pennslyvania Ave	All	450.7	1,683.3	1,759.9	723.6	4,617.5	9-10	226.7		313.3
	Thursday	4	20	2017	WB	SR 903	w/o	Pennslyvania Ave	All									
L	Tuesday	4	18	2017	EB	SR 903	w/o	Pennslyvania Ave	All								4-5	
	Wednesday	4	19	2017	EB	SR 903	w/o	Pennslyvania Ave	All	449.4	1,844.6	1,033.2	723.9	4,051.1	9-10	238.9		328.5
	Thursday	4	20	2017	EB	SR 903	w/o	Pennslyvania Ave	All									
L	Tuesday	4	18	2017	bothways	SR 903	w/o	Pennslyvania Ave	All									
	Wednesday	4	19	2017	bothways	SR 903	w/o	Pennslyvania Ave	All	900.2	3,527.9	2,793.1	1,447.6	8,668.7	9-10	464.6	3-4	631.8
	Thursday	4	20	2017	bothways	SR 903	w/o	Pennslyvania Ave	All									
L	Tuesday	6	5	2007	WB	SR 903	w/o	Pennslyvania Ave	All									
	Wednesday	6	6	2007	WB	SR 903	w/o	Pennslyvania Ave	All	530.2	1,805.4	1,969.5	853.3	5,158.5	9-10	241.5	4-5	363.7
	Thursday	6	7	2007	WB	SR 903	w/o	Pennslyvania Ave	All									
L	Tuesday	6	5	2007	EB	SR 903	w/o	Pennslyvania Ave	All									
	Wednesday	6	6	2007	EB	SR 903	w/o	Pennslyvania Ave	All	572.1	1,803.6	913.2	845.7	4,134.6	9-10	249.6	3-4	327.0
	Thursday	6	7	2007	EB	SR 903	w/o	Pennslyvania Ave	All									
L	Tuesday	6	5	2007	bothways	SR 903	w/o	Pennslyvania Ave	All									
	Wednesday	6	6	2007	bothways	SR 903	w/o	Pennslyvania Ave	All	1,102.3	3,609.1	2,882.7	1,699.0	9,293.1	9-10	491.1	4-5	681.9
	Thursday	6	7	2007	bothways	SR 903	w/o	Pennslyvania Ave	All									
L	Tuesday	8	13	2013	WB	SR 903	w/o	Pennslyvania Ave	All									
	Wednesday	8	14	2013	WB	SR 903	w/o	Pennslyvania Ave	All	384.6	1,803.0	1,872.6	823.8	4,884.0	9-10	226.8	3-4	339.0
	Thursday	8	15	2013	WB	SR 903	w/o	Pennslyvania Ave	All									
L	Tuesday	8	13	2013	EB	SR 903	w/o	Pennslyvania Ave	All									
	Wednesday	8	14	2013	EB	SR 903	w/o	Pennslyvania Ave	All	486.6	1,899.9	942.5	817.5	4,146.5	9-10	243.3	4-5	338.1
	Thursday	8	15	2013	EB	SR 903	w/o	Pennslyvania Ave	All									
L	Tuesday	8	13	2013	bothways	SR 903	w/o	Pennslyvania Ave	All									
	Wednesday	8	14	2013	bothways	SR 903	w/o	Pennslyvania Ave	All	871.2	3,702.9	2,815.1	1,641.3	9,030.5	9-10	470.1	3-4	673.5
	Thursday	8	15	2013	bothways	SR 903	w/o	Pennslyvania Ave	All									

		Date			Location					3 Day Average with Seasonal Factor					AMPK		PMPK	
Location	Day of Week	Month	Day	Year	NB, SB, EB, WB	On Road	n/o, s/o, e/o, w/o	Ref Location	Lane	AM_Per	MD_Per	PM_Per	NT_Per	Daily	Time	Volume	Time	Volume
L	Tuesday	8	30	2010	WB	SR 903	w/o	Pennslyvania Ave	All									
	Wednesday	8	31	2010	WB	SR 903	w/o	Pennslyvania Ave	All	381.6	1,786.0	1,927.4	719.5	4,814.5	9-10	234.5	3-4	351.3
	Thursday	8	1	2010	WB	SR 903	w/o	Pennslyvania Ave	All									
L	Tuesday	8	30	2010	EB	SR 903	w/o	Pennslyvania Ave	All									
	Wednesday	8	31	2010	EB	SR 903	w/o	Pennslyvania Ave	All	522.0	2,007.8	858.8	829.3	4,218.0	9-10	271.5	3-4	359.8
	Thursday	8	1	2010	EB	SR 903	w/o	Pennslyvania Ave	All									
L	Tuesday	8	30	2010	bothways	SR 903	w/o	Pennslyvania Ave	All									
	Wednesday	8	31	2010	bothways	SR 903	w/o	Pennslyvania Ave	All	903.6	3,793.8	2,786.2	1,548.8	9,032.5	9-10	492.0	3-4	706.8
	Thursday	8	1	2010	bothways	SR 903	w/o	Pennslyvania Ave	All									
L	Tuesday	10	15	2013	WB	SR 903	w/o	Pennslyvania Ave	All									
	Wednesday	10	16	2013	WB	SR 903	w/o	Pennslyvania Ave	All	386.7	1,628.4	1,723.0	657.7	4,395.8	9-10	201.5	3-4	310.2
	Thursday	10	17	2013	WB	SR 903	w/o	Pennslyvania Ave	All									
L	Tuesday	10	15	2013	EB	SR 903	w/o	Pennslyvania Ave	All									
	Wednesday	10	16	2013	EB	SR 903	w/o	Pennslyvania Ave	All	470.3	1,733.0	524.8	628.9	3,357.1	9-10	237.8	3-4	320.9
	Thursday	10	17	2013	EB	SR 903	w/o	Pennslyvania Ave	All									
L	Tuesday	10	15	2013	bothways	SR 903	w/o	Pennslyvania Ave	All									
	Wednesday	10	16	2013	bothways	SR 903	w/o	Pennslyvania Ave	All	857.0	3,361.4	2,247.9	1,286.5	7,752.8	9-10	432.4	3-4	619.5
	Thursday	10	17	2013	bothways	SR 903	w/o	Pennslyvania Ave	All									
K	Tuesday	6	5	2007	WB	SR 903	w/o	Oaks Ave	All									
	Wednesday	6	6	2007	WB	SR 903	w/o	Oaks Ave	All	472.2	971.6	1,167.2	405.1	3,016.1	8-9	181.1	3-4	195.8
	Thursday	6	7	2007	WB	SR 903	w/o	Oaks Ave	All									
K	Tuesday	6	5	2007	EB	SR 903	w/o	Oaks Ave	All									
	Wednesday	6	6	2007	EB	SR 903	w/o	Oaks Ave	All	414.2	1,000.5	396.2	388.5	2,199.4	8-9	180.5	3-4	233.7
	Thursday	6	7	2007	EB	SR 903	w/o	Oaks Ave	All									
K	Tuesday	6	5	2007	bothways	SR 903	w/o	Oaks Ave	All									
	Wednesday	6	6	2007	bothways	SR 903	w/o	Oaks Ave	All	886.4	1,972.1	1,563.4	793.7	5,215.6	8-9	336.5	3-4	416.4
	Thursday	6	7	2007	bothways	SR 903	w/o	Oaks Ave	All									
K	Tuesday	8	13	2013	WB	SR 903	w/o	Oakes Ave/ 2nd St W	All									
	Wednesday	8	14	2013	WB	SR 903	w/o	Oakes Ave/ 2nd St W	All	203.6	700.8	798.6	291.8	1,994.7	9-10	92.7	3-4	143.4
	Thursday	8	15	2013	WB	SR 903	w/o	Oakes Ave/ 2nd St W	All									
K	Tuesday	8	13	2013	EB	SR 903	w/o	Oakes Ave/ 2nd St W	All									
	Wednesday	8	14	2013	EB	SR 903	w/o	Oakes Ave/ 2nd St W	All	217.0	791.3	454.7	297.4	1,760.3	8-9	111.2	2-3	146.4
	Thursday	8	15	2013	EB	SR 903	w/o	Oakes Ave/ 2nd St W	All									
K	Tuesday	8	13	2013	bothways	SR 903	w/o	Oakes Ave/ 2nd St W	All									
	Wednesday	8	14	2013	bothways	SR 903	w/o	Oakes Ave/ 2nd St W	All	420.6	1,492.1	1,253.2	589.1	3,755.0	8-9	201.9	3-4	285.3
	Thursday	8	15	2013	bothways	SR 903	w/o	Oakes Ave/ 2nd St W	All									
K	Tuesday	8	16	2016	WB	SR 903	w/o	Oakes Ave/ 2nd St W	All									
	Wednesday	8	17	2016	WB	SR 903	w/o	Oakes Ave/ 2nd St W	All	244.6	810.5	956.3	329.1	2,340.5	9-10	110.0	4-5	166.0
	Thursday	8	18	2016	WB	SR 903	w/o	Oakes Ave/ 2nd St W	All									
K	Tuesday	8	16	2016	EB	SR 903	w/o	Oakes Ave/ 2nd St W	All									
	Wednesday	8	17	2016	EB	SR 903	w/o	Oakes Ave/ 2nd St W	All	243.2	881.5	560.0	378.7	2,063.3	9-10	118.8	3-4	178.6
	Thursday	8	18	2016	EB	SR 903	w/o	Oakes Ave/ 2nd St W	All									
K	Tuesday	8	16	2016	bothways	SR 903	w/o	Oakes Ave/ 2nd St W	All									
	Wednesday	8	17	2016	bothways	SR 903	w/o	Oakes Ave/ 2nd St W	All	487.8	1,691.9	1,516.3	707.8	4,403.8	9-10	228.2	3-4	341.1
	Thursday	8	18	2016	bothways	SR 903	w/o	Oakes Ave/ 2nd St W	All									

		Date			Location					3 Day Average with Seasonal Factor					AMPK		PMPK	
Location	Day of Week	Month	Day	Year	NB, SB, EB, WB	On Road	n/o, s/o, e/o, w/o	Ref Location	Lane	AM_Per	MD_Per	PM_Per	NT_Per	Daily	Time	Volume	Time	Volume
K	Tuesday	8	31	2010	WB	SR 903	w/o	Oaks Ave/ 2nd St W	All									
	Wednesday	8	1	2010	WB	SR 903	w/o	Oaks Ave/ 2nd St W	All	229.8	905.9	1,310.7	346.9	2,793.3	9-10	106.2	3-4	196.8
	Thursday	8	2	2010	WB	SR 903	w/o	Oaks Ave/ 2nd St W	All									
K	Tuesday	8	31	2010	EB	SR 903	w/o	Oaks Ave/ 2nd St W	All									
	Wednesday	8	1	2010	EB	SR 903	w/o	Oaks Ave/ 2nd St W	All	250.9	999.0	530.1	341.8	2,121.8	9-10	144.3	3-4	184.3
	Thursday	8	2	2010	EB	SR 903	w/o	Oaks Ave/ 2nd St W	All									
K	Tuesday	8	31	2010	bothways	SR 903	w/o	Oaks Ave/ 2nd St W	All									
	Wednesday	8	1	2010	bothways	SR 903	w/o	Oaks Ave/ 2nd St W	All	480.6	1,905.0	1,840.8	688.6	4,915.1	9-10	288.0	3-4	377.6
	Thursday	8	2	2010	bothways	SR 903	w/o	Oaks Ave/ 2nd St W	All									
K	Tuesday	10	15	2013	WB	SR 903	w/o	Oaks Ave/ 2nd St W	All									
	Wednesday	10	16	2013	WB	SR 903	w/o	Oaks Ave/ 2nd St W	All	305.2	898.2	1,077.7	306.6	2,587.7	8-9	149.0	2-3	195.7
	Thursday	10	17	2013	WB	SR 903	w/o	Oaks Ave/ 2nd St W	All									
K	Tuesday	10	15	2013	EB	SR 903	w/o	Oaks Ave/ 2nd St W	All									
	Wednesday	10	16	2013	EB	SR 903	w/o	Oaks Ave/ 2nd St W	All	292.9	920.5	501.2	278.4	1,993.0	8-9	146.6	3-4	200.9
	Thursday	10	17	2013	EB	SR 903	w/o	Oaks Ave/ 2nd St W	All									
K	Tuesday	10	15	2013	bothways	SR 903	w/o	Oaks Ave/ 2nd St W	All									
	Wednesday	10	16	2013	bothways	SR 903	w/o	Oaks Ave/ 2nd St W	All	598.1	1,818.6	1,578.9	585.0	4,580.7	8-9	274.0	3-4	379.7
	Thursday	10	17	2013	bothways	SR 903	w/o	Oaks Ave/ 2nd St W	All									
J	Tuesday	8	13	2013	WB	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All									
	Wednesday	8	14	2013	WB	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All	320.0	894.3	1,041.0	404.3	2,659.7	8-9	140.6	3-4	179.2
	Thursday	8	15	2013	WB	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All									
J	Tuesday	8	13	2013	EB	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All									
	Wednesday	8	14	2013	EB	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All	257.9	949.2	580.8	457.8	2,245.7	8-9	128.8	3-4	191.5
	Thursday	8	15	2013	EB	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All									
J	Tuesday	8	13	2013	bothways	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All									
	Wednesday	8	14	2013	bothways	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All	577.9	1,843.5	1,621.8	862.1	4,905.4	8-9	268.5	3-4	367.9
	Thursday	8	15	2013	bothways	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All									
J	Tuesday	8	16	2016	WB	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All									
	Wednesday	8	17	2016	WB	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All	380.7	1,088.0	1,257.5	460.2	3,186.5	8-9	159.9	3-4	211.2
	Thursday	8	18	2016	WB	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All									
J	Tuesday	8	16	2016	EB	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All									
	Wednesday	8	17	2016	EB	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All	302.4	1,124.6	649.9	546.5	2,623.5	9-10	148.7	3-4	236.7
	Thursday	8	18	2016	EB	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All									
J	Tuesday	8	16	2016	bothways	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All									
	Wednesday	8	17	2016	bothways	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All	683.2	2,212.6	1,907.5	1,006.7	5,810.0	8-9	301.3	3-4	447.9
	Thursday	8	18	2016	bothways	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All									
J	Tuesday	10	15	2013	WB	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All									
	Wednesday	10	16	2013	WB	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All	516.0	1,098.7	1,403.9	400.0	3,418.6	8-9	251.3	2-3	244.5
	Thursday	10	17	2013	WB	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All									
J	Tuesday	10	15	2013	EB	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All									
	Wednesday	10	16	2013	EB	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All	234.5	1,024.2	665.2	434.3	2,358.2	8-9	119.1	3-4	279.5
	Thursday	10	17	2013	EB	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All									
J	Tuesday	10	15	2013	bothways	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All									
	Wednesday	10	16	2013	bothways	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All	750.5	2,122.8	2,069.1	834.3	5,776.8	8-9	343.7	4-5	493.4
	Thursday	10	17	2013	bothways	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All									

		Date			Location					3 Day Average with Seasonal Factor					AMPK		PMPK	
Location	Day of Week	Month	Day	Year	NB, SB, EB, WB	On Road	n/o, s/o, e/o, w/o	Ref Location	Lane	AM_Per	MD_Per	PM_Per	NT_Per	Daily	Time	Volume	Time	Volume
J	Tuesday	6	5	2007	WB	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All									
	Wednesday	6	6	2007	WB	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All	823.4	1,389.9	1,551.9	574.0	4,339.4	8-9	333.7	2-3	270.7
	Thursday	6	7	2007	WB	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All									
J	Tuesday	6	5	2007	EB	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All									
	Wednesday	6	6	2007	EB	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All	556.2	1,386.5	657.9	560.2	3,160.8	8-9	259.1	3-4	331.2
	Thursday	6	7	2007	EB	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All									
J	Tuesday	6	5	2007	bothways	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All									
	Wednesday	6	6	2007	bothways	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All	1,379.6	2,776.4	2,209.9	1,134.3	7,500.2	8-9	554.0	3-4	567.1
	Thursday	6	7	2007	bothways	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All									
J	Tuesday	8	31	2010	WB	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All									
	Wednesday	8	1	2010	WB	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All	339.5	1,068.8	1,318.4	475.8	3,202.6	9-10	150.7	5-6	234.2
	Thursday	8	2	2010	WB	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All									
J	Tuesday	8	31	2010	EB	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All									
	Wednesday	8	1	2010	EB	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All	282.2	1,151.0	327.6	537.0	2,297.8	9-10	164.5	4-5	229.1
	Thursday	8	2	2010	EB	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All									
J	Tuesday	8	31	2010	bothways	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All									
	Wednesday	8	1	2010	bothways	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All	621.8	2,219.8	1,646.0	1,012.8	5,500.4	9-10	301.4	3-4	460.2
	Thursday	8	2	2010	bothways	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All									
P	Tuesday	8	11	2009	WB	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All									
	Wednesday	8	12	2009	WB	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All	178.5	671.1	691.2	255.0	1,795.8	9-10	86.4	3-4	123.9
	Thursday	8	13	2009	WB	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All									
P	Tuesday	8	11	2009	EB	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All									
	Wednesday	8	12	2009	EB	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All	138.0	706.8	276.3	324.0	1,445.1	9-10	81.3	3-4	140.1
	Thursday	8	13	2009	EB	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All									
P	Tuesday	8	11	2009	bothways	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All									
	Wednesday	8	12	2009	bothways	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All	316.5	1,377.9	967.5	579.0	3,240.9	9-10	166.2	3-4	257.1
	Thursday	8	13	2009	bothways	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All									
P	Tuesday	9	24	2013	WB	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All									
	Wednesday	9	25	2013	WB	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All	196.3	527.2	602.7	188.1	1,514.2	7-8	83.7	2-3	101.0
	Thursday	9	26	2013	WB	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All									
P	Tuesday	9	24	2013	EB	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All									
	Wednesday	9	25	2013	EB	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All	151.7	541.5	357.8	234.8	1,285.7	8-9	76.1	3-4	119.8
	Thursday	9	26	2013	EB	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All									
P	Tuesday	9	24	2013	bothways	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All									
	Wednesday	9	25	2013	bothways	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All	347.9	1,068.6	960.6	422.8	2,800.0	8-9	150.5	3-4	215.4
	Thursday	9	26	2013	bothways	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All									
P	Tuesday	10	15	2013	WB	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All									
	Wednesday	10	16	2013	WB	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All	204.6	620.4	711.3	205.9	1,742.1	9-10	92.4	3-4	136.9
	Thursday	10	17	2013	WB	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All									
P	Tuesday	10	15	2013	EB	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All									
	Wednesday	10	16	2013	EB	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All	173.3	608.5	297.9	261.0	1,340.7	9-10	84.0	4-5	127.5
	Thursday	10	17	2013	EB	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All									
P	Tuesday	10	15	2013	bothways	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All									
	Wednesday	10	16	2013	bothways	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All	377.9	1,228.9	1,009.2	466.9	3,082.8	9-10	176.4	3-4	258.2
	Thursday	10	17	2013	bothways	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All									
P	Tuesday	10	27	2015	WB	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All									
	Wednesday	10	28	2015	WB	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All	208.9	607.0	646.7	177.0	1,639.6	9-10	92.7	3-4	113.2
	Thursday	10	29	2015	WB	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All									
P	Tuesday	10	27	2015	EB	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All									
	Wednesday	10	28	2015	EB	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All	143.5	597.4	0.0	226.0	966.9	9-10	78.4	4-5	128.7
	Thursday	10	29	2015	EB	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All									
P	Tuesday	10	27	2015	bothways	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All									
	Wednesday	10	28	2015	bothways	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All	352.5	1,204.4	646.7	403.0	2,606.5	9-10	169.9	3-4	235.0
	Thursday	10	29	2015	bothways	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All									

WSDOT Provided Kittitas County Road Log (May 7, 2019)

KITTITAS COUNTY ROAD LOG 2017

ROAD SEGMENT IDENTIFICATION							SURFACE INFORMATION								CLASS				LOCATION			
ROAD #	ROAD NAME	BMP	EMP	LENGTH	FROM	TO	L.PAVE.SHLDR	L.UNPAVED	TRAVEL LANE	R.PAVE.SHLDR	R.UNPAVED	TOTAL PAVE	SURFACE	SPEED LIMIT	ROW WIDTH	ADT	% TRUCKS	FFC	FGTS	M.D.	TOWNSHIP	RANGE	SECTION
66689	BUFFALO LN	0.00	0.26	0.26	at UPPER BADGER POCKET RD	at EOR			9			18	BST	30	40	1	0%	09		K	16	20E	23
92275	BULLFROG RD	0.00	0.72	0.72	at I-90 AT EXIT 80	422 ft. NE of WOOD DUCK RD	3		11	3		28	BST	35	60	3545	11%	07	1	A	20	15E	30
92275	BULLFROG RD	0.72	2.03	1.31	422 ft. NE of WOOD DUCK RD	at SUNCADIA TRAIL	3		11	3		28	BST	50	60	4264	11%	07	1	A	20	15E	29
92275	BULLFROG RD	2.03	2.04	0.01	at SUNCADIA TRAIL	at SUNCADIA TRAIL ROAD			10			10	BST	50	60	4264	5%	07	1	A	20	15E	31
92275	BULLFROG RD	2.04	2.70	0.66	at SUNCADIA TRAIL ROAD ROUNDABOUT	at ROUNDABOUT at MP 4.22 on sr 903	3		11	3		28	BST	50	60	4405	11%	07	1	A	20	15E	31
30000	BURKE RD	0.00	0.13	0.13	at US 97 at MP 149.58	317 ft. North of RANCH RD			14			28	BST	25	60	85	29%	09		B	20	17E	28
30000	BURKE RD	0.13	0.48	0.35	317 ft. North of RANCH RD	0.18 mi. NW of EOR TURNAROUND			11			22	BST	25	60	85	62%	09		B	20	17E	27
30000	BURKE RD	0.48	0.66	0.18	0.18 mi. NW of EOR TURNAROUND	at EOR TURNAROUND			11			22	BST	25	60	85	62%	09		B	20	17E	28
67777	BUSCH RD	0.00	0.51	0.51	at HAMILTON RD	at EOR			11			22	BST	50	40	49	12%	09		L	17	20E	29
66018	BYNUM RD	0.00	1.24	1.24	at UPPER BADGER POCKET RD	at EOR			11			22	BST	50	60	86	36%	09	4	L	16	20E	16
13090	CABIN CREEK RD	0.00	0.02	0.02	at I-90 ON-OFF RAMP	106 ft. SW of I-90 ON-OFF RAMP	1		11	1		24	BST	25	60	187	32%	08	2	C	20	13E	11
13090	CABIN CREEK RD	0.02	0.07	0.05	106 ft. SW of I-90 ON-OFF RAMP	at RAILROAD ST	1		11	1		24	BST	25	60	187	32%	08	2	C	20	13E	11
13090	CABIN CREEK RD	0.07	0.22	0.15	at RAILROAD ST	158 ft. NE of 2ND ST (EASTON)			12			24	BST	25	60	187	32%	08	2	C	20	13E	11
13090	CABIN CREEK RD	0.22	0.54	0.32	158 ft. NE of 2ND ST (EASTON)	0.29 mi. NW of 2ND ST (EASTON)			12			24	BST	25	60	187	32%	08	2	C	20	13E	11
13090	CABIN CREEK RD	0.54	0.71	0.17	0.29 mi. NW of 2ND ST (EASTON)	0.46 mi. NW of 2ND ST (EASTON)			11			22	BST	35	60	187	32%	08	2	C	20	13E	11
13090	CABIN CREEK RD	0.71	0.96	0.25	0.46 mi. NW of 2ND ST (EASTON)	0.71 mi. NW of 2ND ST (EASTON)			11			22	BST	35	60	187	32%	08	2	C	20	13E	11
13090	CABIN CREEK RD	0.96	2.89	1.93	0.71 mi. NW of 2ND ST (EASTON)	158 ft. East of EOR-BEGIN USFS RD SMALL TURNAROUND			11			22	BST	35	60	187	32%	08	2	C	20	13E	9
13090	CABIN CREEK RD	2.89	2.92	0.03	158 ft. East of EOR-BEGIN USFS RD SMALL TURNAROUND	at EOR-BEGIN USFS RD SMALL TURNAROUND			11			22	BST	35	60	187	32%	08	2	C	20	13E	9
53790	CAMAS LN	0.00	0.37	0.37	at HANSON RD	at EOR BUS TURNAROUND			14			28	BST	25	60	181	17%	09		E	17	18E	4
65686	CAMION RD	0.00	1.03	1.03	at FOURTH PARALLEL RD	at MORRISON RD			12			24	BST	50	30	30	23%	09		L	16	20E	5
68970	CAMOZZY RD	0.00	0.12	0.12	at PRATER RD	0.12 mi. West of PRATER RD			14			28	BST	50	85	48	35%	09		L	17	20E	17

CITY OF CLE ELUM
WASHINGTON

RESOLUTION NO. 2018-019

A RESOLUTION OF THE CITY OF CLE ELUM, WASHINGTON ADOPTING A SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM, FROM 2019 TO 2025

WHEREAS, the City of Cle Elum is required by Washington State to annually adopt a Six-year Transportation Improvement Program (TIP); and

WHEREAS, ON June 26, 2018, the City Council for the City of Cle Elum held a Public Hearing to receive comments on the proposed Six-Year Transportation Improvement Program; and

WHEREAS, the City Council for the City of Cle Elum finds it is in the best interest of the residents of the City to adopt the attached Six-Year Transportation Improvement Program for the years 2019 through 2024.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CLE ELUM, WASHINGTON, DOES RESOLVE AS FOLLOWS:

The attached City of Cle Elum Six-Year Transportation Improvement Program for the years 2019 through 2024 is hereby adopted, and shall be forwarded to Quad County Regional Transportation Planning Organization and Washington State Department of Transportation.

PASSED BY THE CLE ELUM CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE 26TH DAY OF JUNE 2018.

CITY OF CLE ELUM

Jay McGowan

Jay McGowan, Mayor

ATTEST/AUTHENTICATED:

Kathi Swanson

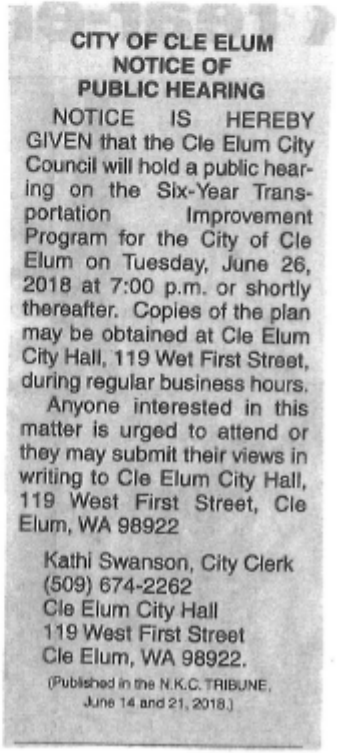
Kathi Swanson, City Clerk

CITY OF CLE ELUM
NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the Cle Elum City Council will hold a public hearing on the Six-Year Transportation Improvement Program for the City of Cle Elum on Tuesday, June 26, 2018 at 7:00 p.m. or shortly thereafter. Copies of the plan may be obtained at Cle Elum City Hall, 119 Wet First Street, during regular business hours.

Anyone interested in this matter is urged to attend or they may submit their views in writing to Cle Elum City Hall, 119 West First Street, Cle Elum, WA. 98922

Kathi Swanson, City Clerk
(509) 674-2262
Cle Elum City Hall
119 West First Street
Cle Elum, WA 98922.



CITY OF CLE ELUM
NOTICE OF
PUBLIC HEARING

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Anyone interested in this matter is urged to attend or they may submit their views in writing to Cle Elum City Hall, 119 West First Street, Cle Elum, WA 98922

Kathi Swanson, City Clerk
(509) 674-2262
Cle Elum City Hall
119 West First Street
Cle Elum, WA 98922.

(Published in the N.K.C. TRIBUNE, June 14 and 21, 2018.)

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2019 to 2024

Agency: Cle Elum
County: Kittitas
MPO/RTPO: Quad-Co RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
07	1	First Street Improvements Phase 2 - Stormwater Improvements First Street Billings Avenue to Peoh Avenue Construction of storm drainage piping and catch basins along the corridor, coordinated with future Phase 3 improvements.	WA-11217	06/26/18	06/26/18		2018-019	44	C G P S T W	0.510	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2019	CDBG	40,270	OTHER	30,000	30,000	100,270
S	CN	2019	STP(R)	125,000		0	0	125,000
S	CN	2019	CDBG	684,730		0	0	684,730
			Totals	**850,000**		**30,000**	**30,000**	**910,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	100,270	0	0	0	0
CN	809,730	0	0	0	0
Totals	**910,000**	**0**	**0**	**0**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2019 to 2024

Agency: Cle Elum
County: Kittitas
MPO/RTPO: Quad-Co RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
07	2	First Street Improvements Phase 3 - Downtown Revitalization First Street Billings Avenue to Peoh Avenue Downtown reconstruction including new sidewalks, curb, gutter, bulbouts, illumination, landscaping, and amenities.	WA-11218	06/26/18	06/26/18		2018-019	04	C G P S T W	0.510	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2019	STP(R)	176,760	PWTF	533,240	0	710,000
			Totals	**176,760**		**533,240**	**0**	**710,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	710,000	0	0	0	0
Totals	**710,000**	**0**	**0**	**0**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2019 to 2024

Agency: Cle Elum
County: Kittitas
MPO/RTPO: Quad-Co RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00	3	Hanson Ponds Trail Improvements to Construction of a new pedestrian bridge, restrooms, parking facilities, picnic area, and signage.	WA-11212	06/26/18	06/26/18		2018-019	28			CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2019		0	OTHER	23,450	10,050	33,500
P	CN	2020		0	OTHER	281,050	120,450	401,500
			Totals	**0**		**304,500**	**130,500**	**435,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	33,500	0	0	0	0
CN	0	401,500	0	0	0
Totals	**33,500**	**401,500**	**0**	**0**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2019 to 2024

Agency: Cle Elum
County: Kittitas
MPO/RTPO: Quad-Co RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	4	Chipseal, various locations to Chipseal and sweep the following locations: Fourth Street, Oakes to Bullit Bullit Street, Third to Fourth Wright Avenue, Third to Fourth Harris Avenue, Third to Fourth Penn. Avenue, Third to Fourth	WA-08102	06/26/18	06/26/18		2018-019	05		0.350	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2019		0		0	25,750	25,750
			Totals	**0**		**0**	**25,750**	**25,750**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	25,750	0	0	0	0
Totals	**25,750**	**0**	**0**	**0**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2019 to 2024

Agency: Cle Elum
County: Kittitas
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Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
07	5	SR 903 and Stafford Street Sidewalk Improvements SR 903 Stafford Street to Stafford Street Construct curb, gutter, and sidewalk with curb ramps including flashing beacons.	WA-10080	06/26/18	06/26/18		2018-019	28	C G P S T W	0.630	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2019	SRTS	63,175		0	3,325	66,500
P	CN	2020	SRTS	489,250		0	25,750	515,000
			Totals	**552,425**		**0**	**29,075**	**581,500**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	66,500	0	0	0	0
CN	0	515,000	0	0	0
Totals	**66,500**	**515,000**	**0**	**0**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2019 to 2024

Agency: Cle Elum
County: Kittitas
MPO/RTPO: Quad-Co RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	6	HMA Overlays, various locations to HMA overlay the following locations: Madison Street, Second to end South Railroad Street, Oakes to Owens	WA-08103	06/26/18	06/26/18		2018-019	05		1.200	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2019		0		0	184,400	184,400
			Totals	**0**		**0**	**184,400**	**184,400**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	184,400	0	0	0	0
Totals	**184,400**	**0**	**0**	**0**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2019 to 2024

Agency: Cle Elum
County: Kittitas
MPO/RTPO: Quad-Co RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	7	Chipseal, various locations to Chip seal and sweep at the following locations: Columbia Avenue, First to Second Fifth Street, Steiner to Stafford	WA-08104	06/26/18	06/26/18		2018-019	05		0.410	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2019		0		0	25,750	25,750
			Totals	**0**		**0**	**25,750**	**25,750**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	25,750	0	0	0	0
Totals	**25,750**	**0**	**0**	**0**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2019 to 2024

Agency: Cle Elum
County: Kittitas
MPO/RTPO: Quad-Co RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	8	Chipseal, various locations to Chipseal and sweep the following locations: Billings Ave, Second to Third Wright Ave, Second to Third Bullitt Ave, Second to Third Peoh Ave, Second to Third Teanaway Ave, Second to Third Yakima Ave, Second to Third	WA-09154	06/26/18	06/26/18		2018-019	05		0.340	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2019		0		0	30,900	30,900
			Totals	**0**		**0**	**30,900**	**30,900**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	30,900	0	0	0	0
Totals	**30,900**	**0**	**0**	**0**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2019 to 2024

Agency: Cle Elum
County: Kittitas
MPO/RTPO: Quad-Co RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	9	Third Street Chipseal Yakima Avenue to Cottage Avenue Chipseal and sweep.	WA-09156	06/26/18	06/26/18		2018-019	05		0.480	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2019		0		0	42,200	42,200
			Totals	**0**		**0**	**42,200**	**42,200**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	42,200	0	0	0	0
Totals	**42,200**	**0**	**0**	**0**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2019 to 2024

Agency: Cle Elum
County: Kittitas
MPO/RTPO: Quad-Co RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	10	Cottage Avenue Chipseal to Chipseal and sweep.	WA-09157	06/26/18	06/26/18		2018-019	05		0.440	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2019		0		0	38,100	38,100
			Totals	**0**		**0**	**38,100**	**38,100**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	38,100	0	0	0	0
Totals	**38,100**	**0**	**0**	**0**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2019 to 2024

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County: Kittitas
MPO/RTPO: Quad-Co RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	11	Railroad Avenue Rehabilitation Harris Avenue to Montgomery Avenue Grind and overlay asphalt surface, cement treated base, pavement markings, and ADA curb ramps.	WA-10078	06/26/18	06/26/18		2018-019	06	C G P S T W	0.230	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2019		0	TIB	380,000	20,000	400,000
			Totals	**0**		**380,000**	**20,000**	**400,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	400,000	0	0	0	0
Totals	**400,000**	**0**	**0**	**0**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2019 to 2024

Agency: Cle Elum
County: Kittitas
MPO/RTPO: Quad-Co RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	12	North Floral Avenue Rehabilitation North Floral Avenue East First Street to East Fourth Street Construct cement treated base and HMA overlay.	WA-11216	06/26/18	06/26/18		2018-019	06	C G P S T W	0.210	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2020		0	TIB	380,000	20,000	400,000
			Totals	**0**		**380,000**	**20,000**	**400,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	400,000	0	0	0
Totals	**0**	**400,000**	**0**	**0**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2019 to 2024

Agency: Cle Elum
County: Kittitas
MPO/RTPO: Quad-Co RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	13	Chipseal, various locations to Chipseal and sweep at the following locations: Billings Avenue, Railroad to Fourth Fourth Street, Billings to Stafford Rosyln Place, cul de sac to Miller Miller Avenue, Rosyln Place to Second Pine Street, Second to Rosyln Place	WA-08105	06/26/18	06/26/18		2018-019	05		0.420	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2020		0		0	40,200	40,200
			Totals	**0**		**0**	**40,200**	**40,200**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	40,200	0	0	0
Totals	**0**	**40,200**	**0**	**0**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2019 to 2024

Agency: Cle Elum
County: Kittitas
MPO/RTPO: Quad-Co RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	14	Chipseal, various locations to Chipseal and sweep at the following locations: Davis Street, Pine to Alpha Alpha South, to end	WA-08345	06/26/18	06/26/18		2018-019	05		0.060	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2021		0		0	4,100	4,100
			Totals	0		0	4,100	4,100

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	0	4,100	0	0
Totals	0	0	4,100	0	0

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2019 to 2024

Agency: Cle Elum
County: Kittitas
MPO/RTPO: Quad-Co RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	15	Chipseal, various locations to Chipseal and sweep at the following locations: Lincoln Street, Fourth to Third Madison Street, Fourth to Second Third Street, Grant to Madison Third Street, Lincoln to Madison	WA-08346	06/26/18	06/26/18		2018-019	05		0.690	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2022		0		0	62,800	62,800
			Totals	**0**		**0**	**62,800**	**62,800**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	0	0	62,800	0
Totals	**0**	**0**	**0**	**62,800**	**0**

Washington State Department of Transportation

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Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
07	16	2nd Street Pathway - Phase 1 2nd Street Stafford Street to Peoh Avenue Construct multi-use pathway adjacent to roadway.	WA-11220	06/26/18	06/26/18		2018-019	28		0.630	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2022		0	TIB	252,000	28,000	280,000
			Totals	**0**		**252,000**	**28,000**	**280,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	0	0	280,000	0
Totals	**0**	**0**	**0**	**280,000**	**0**

Washington State Department of Transportation

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Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	17	2nd Street Pathway - Phase 2 Peoh Avenue to Short Avenue Construct multi-use pathway adjacent to roadway.	WA-10081	06/26/18	06/26/18		2018-019	28	C G P S T W	0.700	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2023		0	TIB	281,700	31,300	313,000
			Totals	**0**		**281,700**	**31,300**	**313,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	0	0	0	313,000
Totals	**0**	**0**	**0**	**0**	**313,000**

Washington State Department of Transportation

Six Year Transportation Improvement Program
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Agency: Cle Elum
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MPO/RTPO: Quad-Co RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	18	Columbia Avenue Extension 1st Street to Railroad Tracks Grind and overlay existing roadway. Extend roadway to railroad tracks and install railroad crossing equipment and pad.	WA-10082	06/26/18	06/26/18		2018-019	01	C G P S T W	0.100	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2023		0	TIB	834,300	92,700	927,000
			Totals	**0**		**834,300**	**92,700**	**927,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	0	0	0	927,000
Totals	**0**	**0**	**0**	**0**	**927,000**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2019 to 2024

Agency: Cle Elum
County: Kittitas
MPO/RTPO: Quad-Co RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	19	Chipseal, various locations to Chipseal and sweep at the following locations: Stuart View Drive, Second to Pine Schober Way, Second to Reed	WA-08347	06/26/18	06/26/18		2018-019	05		0.480	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2023		0		0	20,600	20,600
			Totals	**0**		**0**	**20,600**	**20,600**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	0	0	0	20,600
Totals	**0**	**0**	**0**	**0**	**20,600**

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Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	20	Chipseals, various locations to Chipseal and sweep the following locations: Pennsylvania Ave, First to Third Harris Ave, First to Third Columbia Ave, First to Third Floral Ave, First to Third Short Ave, First to Third	WA-09155	06/26/18	06/26/18		2018-019	05		0.600	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2024		0		0	58,000	58,000
			Totals	**0**		**0**	**58,000**	**58,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	0	0	0	58,000
Totals	**0**	**0**	**0**	**0**	**58,000**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2019 to 2024

Agency: Cle Elum
County: Kittitas
MPO/RTPO: Quad-Co RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00	21	South Cle Elum Way Pathway Railroad Street to Bridge Construct multi-use pathway.	WA-10074	06/26/18	06/26/18		2018-019	28			CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2024		0	TIB	108,000	12,000	120,000
			Totals	**0**		**108,000**	**12,000**	**120,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	0	0	0	120,000
Totals	**0**	**0**	**0**	**0**	**120,000**

Washington State Department of Transportation

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From 2019 to 2024

Agency: Cle Elum
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Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
07	22	West First Street (Safeway Hill) Improvements West First Street South Pine Street to South Pine Street Construct curb, gutter, sidewalk links, bulbouts, flashing beacons, and pavement markings.	WA-11219	06/26/18	06/26/18		2018-019	28	C G P S T W	0.100	CE	Yes

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2024		0	TIB	380,000	20,000	400,000
			Totals	**0**		**380,000**	**20,000**	**400,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	0	0	0	400,000
Totals	**0**	**0**	**0**	**0**	**400,000**

	Federal Funds		State Funds	Local Funds	Total Funds
Grand Totals for Cle Elum	**1,579,185**		**3,483,740**	**946,375**	**6,009,300**