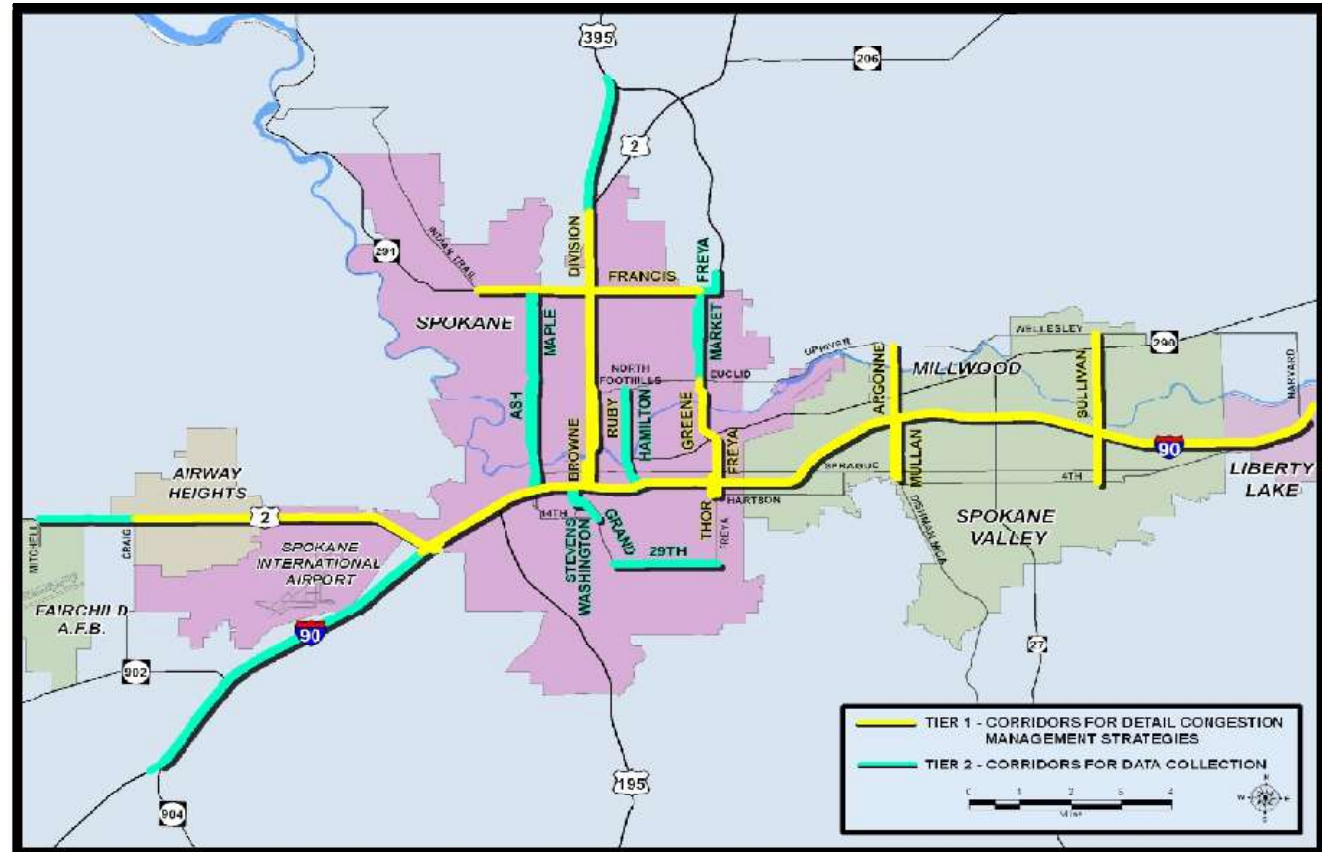


CMP TIER 1 & TIER 2 CORRIDOR PROFILES

Page	Corridor Name	Description
1	Tier 1 and Tier 2 Corridors Identified	
2013 Identified CMP Tier 1 Corridors		
2	Argonne Rd	Appleway Ave to Upriver Dr
3	Division St	Interstate 90 to US 2/US 395
4	Francis Ave	Indian Trail Rd to Market St
5	Freya Greene	Hartson Ave to Euclid Ave
6	Sullivan Rd	4th Ave to Wellesley Ave
7	I-90 Central	US 2 to Broadway Exit
8	I-90 East	Broadway Exit to Harvard Exit
9	US 2 East	Craig Rd to Interstate 90
2013 Identified CMP Tier 2 Corridors		
10	29th Avenue	Grand Blvd to Freya St
11	Division US 395	US 2/US 395 Intersection to NSC
12	Grand Blvd	Interstate 90 to 14th Ave
13	Hamilton	Interstate 90 to North Foothills Dr
14	Maple Ash	Interstate 90 to Francis Ave/SR 291
15	Market Freya	Euclid to Francis
16	I 90 West	US 2 to SR 904
17	US 2 West	Craig Rd to Mitchell (AFB)
Methodologies		
18	Transportation Inventory	
19	Demographics & Trends	



CMP TIER 1 CORRIDOR - ARGONNE / MULLAN

Transportation Inventory

Measure	Statistics	Data Year
AWDT ¹ Range	21,000 - 37,900	2011
AADT ² Average	27,923	2011
Type of Facility (ies)	Principal Arterial	2013
Peak Period Maximum Load Factor - Bus	0.538	2013
Peak Period Load Factor on Corridor	0.467 (two routes)	2013
Number of Buses per Peak Hour	4 to 6	2013
Number of Park & Rides / % Usage	N/A	2013
Average Daily Truck % at Select Locations (FGTS)	5.42 - 8.68% (SV) (T-1 & T-2)	2011 (2013)
Average Collision Rate/Million VMT ³	2.34	2010-2012
Avg Travel Time Index NB AM/PM (Peak) ⁴	1.11/1.15 (1.28/1.22)	Apr-12
Avg Travel Time Index SB AM/PM (Peak)	1.11/1.05 (1.29/1.14)	Apr-12
Avg Planning Time Index NB AM/PM (Peak) ⁴	1.35/1.39 (1.42/1.70)	Apr-12
Avg Planning Time Index SB AM/PM (Peak)	1.37/1.28 (1.44/1.42)	Apr-12
Bike Network	100% Shared Roadway	2013
Percent Existing Sidewalk Availability	92.31%	2013
Corridor Length (centerline miles)	3.01	

Demographics

Measure	Statistics	Data Year
Gross Population Density (Sq Mile)	2,320	2010
Gross Employment Density (Sq Mile)	3,558	2010
Est. Pct of Population Below Poverty Level	14.2%	ACS 07-11 ⁵
Est. Pct of HU w/ No Veh Avail	7.0%	ACS 07-11
Pct of Pop that is Minority	12.1%	2010
Pct of Pop Age 65+	14.8%	2010
Major Activity Center	Transit (1), Freight (1), Mixed (0)	2010

Trends

Measure	Statistics		Data Year
Gross Population Change (2000 - 2010)	170		2000 - 2010
Gross Employment Change (2000 - 2010)	3,004		2000 - 2010
AWDT Change (2003 - 2011)	20,200	35,600	2003 (AM/PM)
	21,000	37,900	2011 (AM/PM)
	3.96%	6.46%	↑/↑
Average Peak Travel Speed (Percent change)	26.69	26.26	2009 (AM/PM)
	28.94	28.24	2013 (AM/PM)
	8.43%	7.54%	increase
Transit Usage Change			

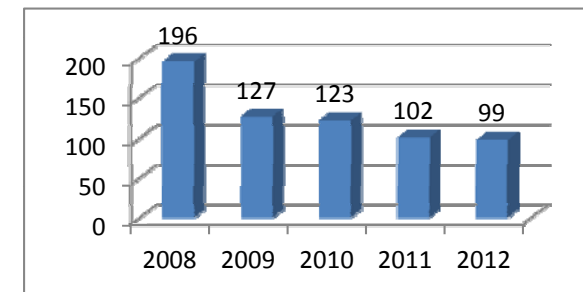
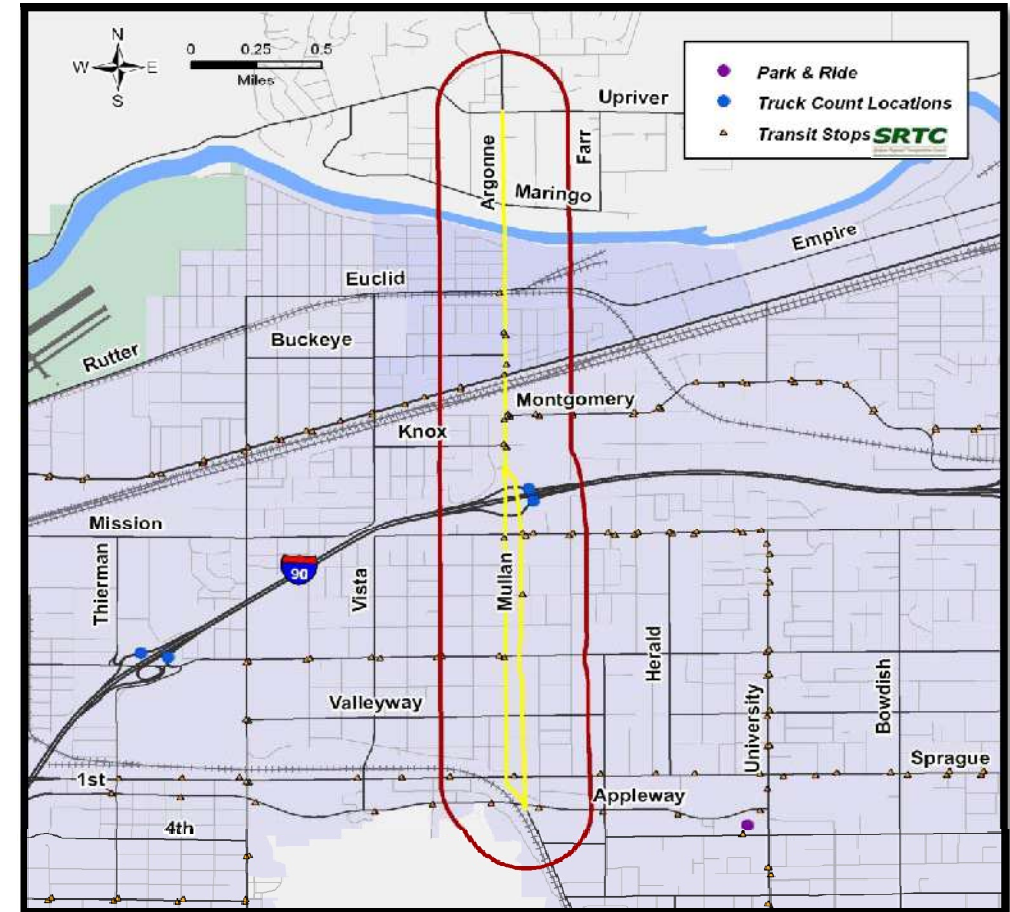
¹AWDT - Average Weekday Daily Traffic (Bi-Directional)

²AADT = Average Annual Daily Traffic (Bi-Directional)

³VMT = Vehicle Miles Traveled (3 year collisions/VMT)

⁴Peak Segment w/in Corridor: INRIX Travel/Planning Time Index-(Tuesday-Thursday)

⁵ACS - American Community Survey 5 year data



5 Year Collision 2008-2012	
Fatal	1
Serious	10

Source: WSDOT, All Years. Includes all reported crashes along all Arterials/Freeways located within the 150 ft buffer on identified corridor.

CMP TIER 1 CORRIDOR - US 2 / US 395 / DIVISION

Transportation Inventory		
Measure	Statistics	Data Year
AWDT ¹ Range	42,900 - 56,700	2011
AADT ² Average	43,138	2011
Type of Facility (ies)	Principal Arterial US Hwy	2013
Peak Period Maximum Load Factor - Bus	0.771	2013
Peak Period Load Factor on Corridor	0.771	2013
Number of Buses per Peak Hour	8	2012
Number of Park & Rides / % Usage	Arena Lot - 47%	2013
Average Daily Truck % at Select Locations (FGTS)	3.02 - 3.49% (T-2)	2011 (2013)
Average Collision Rate/Million VMT ³	3.5	2010-2012
Avg Travel Time Index NB AM/PM (Peak) ⁴	1.10/1.21 (1.20/1.33)	Apr-12
Avg Travel Time Index SB AM/PM (Peak)	1.16/1.28 (1.22/1.49)	Apr-12
Avg Planning Time Index NB AM/PM (Peak) ⁴	1.26/1.49 (1.56/1.58)	Apr-12
Avg Planning Time Index SB AM/PM (Peak)	1.35/1.51 (1.47/1.63)	Apr-12
Bike Network	50% shared roadway	2013
Percent Existing Sidewalk Availability	91.53%	2013
Corridor Length (centerline miles)	5.98	2013

Demographics		
Measure	Statistics	Data Year
Gross Population Density (Sq Mile)	4,068	2010
Gross Employment Density (Sq Mile)	6,896	2010
Est. Pct of Population Below Poverty Level	27.0%	ACS 07-11 ⁵
Est. Pct of HU w/ No Veh Avail	17.8%	ACS 07-11
Pct of Pop that is Minority	18.9%	2010
Pct of Pop Age 65+	12.6%	2010
Major Activity Center	Transit (4), Freight (0), Mixed (0)	2010

Trends			
Measure	Statistics	Data Year	
Gross Population Change (2000 - 2010)	1,141	2000 - 2010	
Gross Employment Change (2000 - 2010)	200	2000 - 2010	
AWDT Change (2003-2011)	42,900	59,300	2003
	42,900	56,700	2011
	0.00%	-4.38%	- /decrease
Average Peak Travel Speed	27.29	24.08	2009 (AM/PM)
	30.96	27.46	2013 (AM/PM)
(Percent change)	13.45%	14.04%	increase
Transit Usage Change			

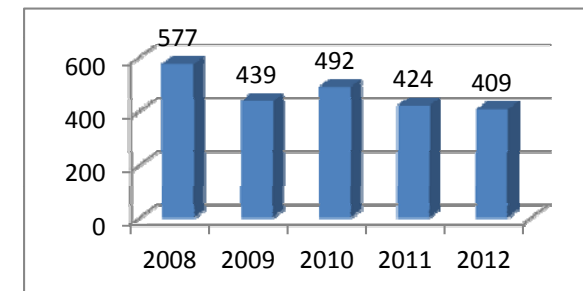
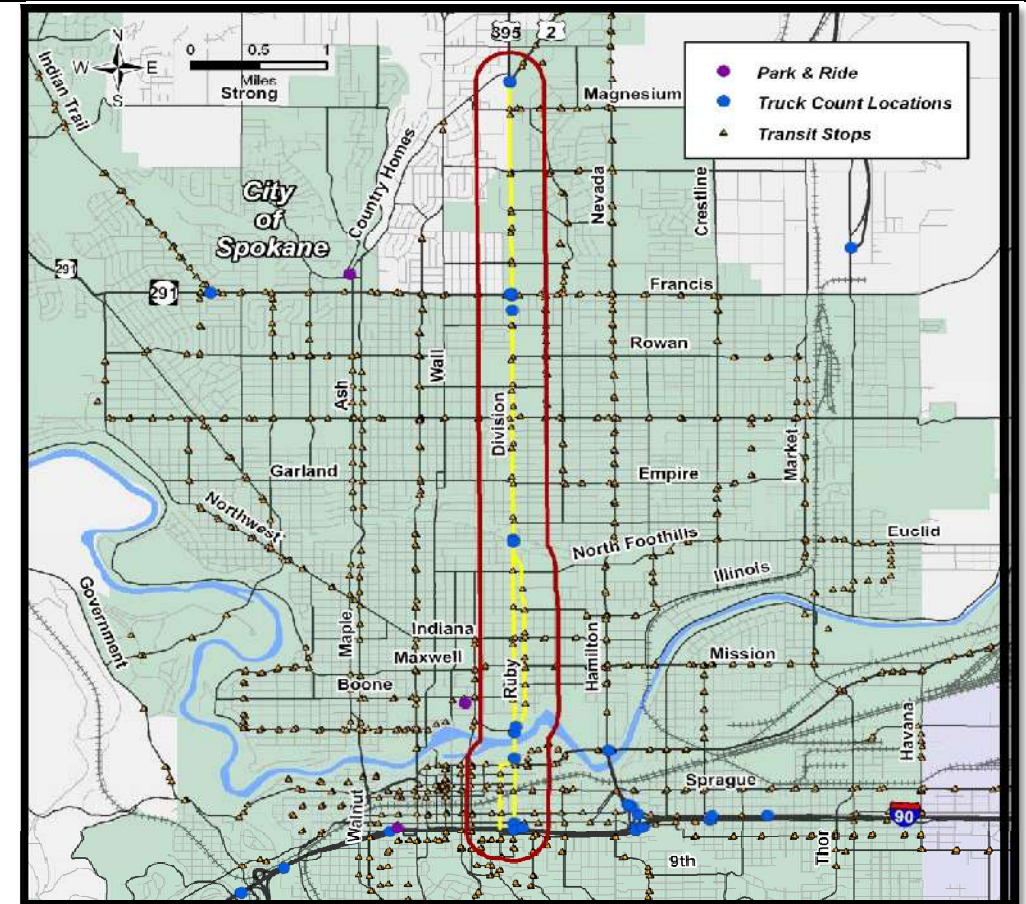
¹AWDT - Average Weekday Daily Traffic (Bi-Directional)

²AADT = Average Annual Daily Traffic (Bi-Directional)

³VMT = Vehicle Miles Traveled (3 year collisions/VMT)

⁴Peak Segment w/in Corridor: INRIX Travel Time Index (AM/PM) Tuesday-Thursday

⁵ACS - American Community Survey 5 year data



5 Year Collision 2008-2012	
Fatal	6
Serious	35

Source: WSDOT, All Years. Includes all reported crashes along all Arterials/Freeways located within the 150 ft buffer on identified corridor.

CMP TIER 1 CORRIDOR - SR 291 / FRANCIS

Transportation Inventory

Measure	Statistics	Data Year
AWDT ¹ Range	21,200 - 38,900	2010
AADT ² Average	26,607	2010
Type of Facility (ies)	Principal Arterial	2013
Peak Period Maximum Load Factor - Bus	0.83	2012
Peak Period Load Factor on Corridor	0.63	2012
Number of Buses per Peak Hour	10	2012
Number of Park & Rides / % Usage	Five Mile - 80%	2012
Daily Truck % at Select Locations (FGTS)	2.64 - 3.74% (T-2/ T-3)	2011 (2013)
Average Collision Rate/Million VMT ³	3.48	2010-2012
Avg Travel Time Index EB AM/PM (Peak) ⁴	1.21/1.37 (1.30/1.66)	Apr-12
Avg Travel Time Index WB AM/PM (Peak)	1.20/1.29 (1.31/1.43)	Apr-12
Avg Planning Time Index EB AM/PM (Peak) ⁴	1.23/1.29 (1.33/1.46)	Apr-12
Avg Planning Time Index WB AM/PM (Peak)	1.24/1.28 (1.28/1.35)	Apr-12
Bike Network	0%	2013
Percent Existing Sidewalk Availability	94.38%	2013
Corridor Length (centerline miles)	4.38	

Demographics

Measure	Statistics	Data Year
Gross Population Density (Sq Mile)	4,324	2010
Gross Employment Density (Sq Mile)	2,348	2010
Est. Pct of Population Below Poverty Level	15.2%	ACS 07-11 ⁵
Est. Pct of HU w/ No Veh Avail	7.5%	ACS 07-11
Pct of Pop that is Minority	15.8%	2010
Pct of Pop Age 65+	14.8%	2010
Major Activity Center	Transit (2), Freight (1), Mixed (0)	2010

Trends

Measure	Statistics		Data Year
Gross Population Change (2000 - 2010)	115		2000 - 2010
Gross Employment Change (2000 - 2010)	1,380		2000 - 2010
AWDT Change (2003 - 2010)	19,400	30,400	2003
	21,200	38,900	2010
Average Peak Travel Speed (Percent change)	9.28%	27.96%	↑
	30.86%	29.36%	
Transit Usage Change	6.93%	5.08%	increase

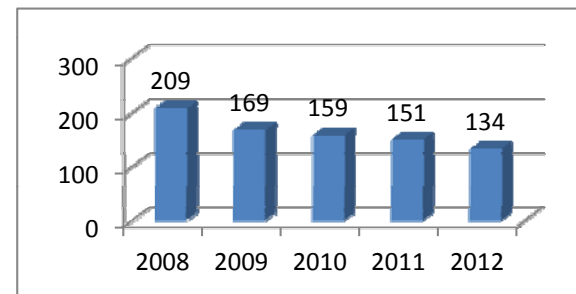
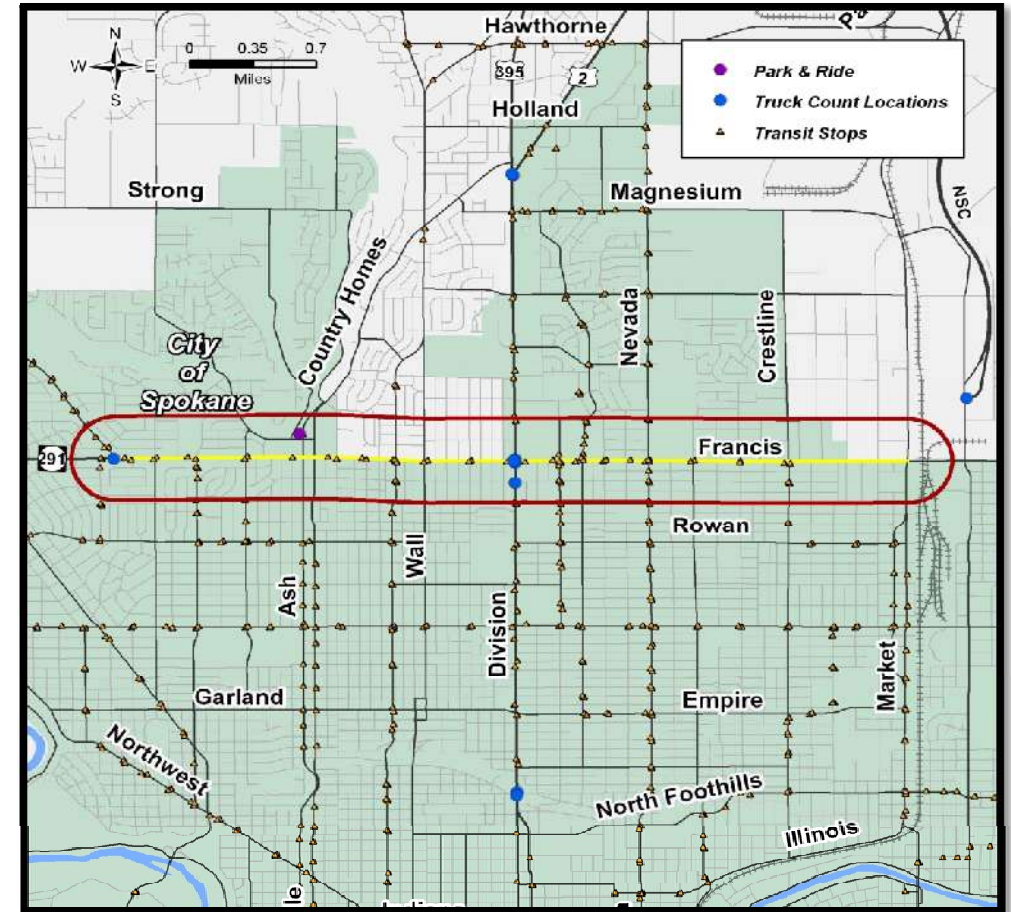
¹AWDT - Average Weekday Daily Traffic (Bi-Directional)

²AADT = Average Annual Daily Traffic (Bi-Directional)

³VMT = Vehicle Miles Traveled (3 year collisions/VMT)

⁴Peak Segment w/in Corridor: INRIX Travel Time Index (AM/PM) Tuesday-Thursday

⁵ACS - American Community Survey 5 year data



5 Year Collision 2008-2012

Fatal	2
Serious	12

Source: WSDOT, All Years. Includes all reported crashes along all Arterials/Freeways located within the 150 ft buffer on identified corridor.

CMP TIER 1 CORRIDOR - FREYA / THOR / GREENE ST

Transportation Inventory

Measure	Statistics	Data Year
AWDT ¹ Range	27,700 - 41,500	2010
AADT ² Average	31,086	2010
Type of Facility (ies)	Principal Arterial	2013
Peak Period Maximum Load Factor - Bus	0.5	2013
Peak Period Load Factor on Corridor	0.5 (five routes)	2013
Number of Buses per Peak Hour	8 to 20	2013
Number of Park & Rides / % Usage	SCC Transit Center-Pass Only	2013
Daily Truck % at Select Locations (FGTS)	N/A (T-1)	2011 (2013)
Average Collision Rate/Million VMT ³	3.29	2010-2012
Avg Travel Time Index NB AM/PM (Peak) ⁴	1.11/1.14 (1.26/1.24)	Apr-12
Avg Travel Time Index SB AM/PM (Peak)	1.09/1.11 (1.29/1.28)	Apr-12
Avg Planning Time Index NB AM/PM (Peak) ⁴	1.30/1.24 (1.34/1.37)	Apr-12
Avg Planning Time Index SB AM/PM (Peak)	1.38/1.25 (1.44/1.40)	Apr-12
Bike Network	100% shared roadway	2013
Percent Existing Sidewalk Availability	100.00%	2013
Corridor Length (centerline miles)	2.77	

Demographics

Measure	Statistics	Data Year
Gross Population Density (Sq Mile)	2,375	2010
Gross Employment Density (Sq Mile)	3,009	2010
Est. Pct of Population Below Poverty Level	28.3%	ACS 07-11 ⁵
Est. Pct of HU w/ No Veh Avail	8.0%	ACS 07-11
Pct of Pop that is Minority	21.3%	2010
Pct of Pop Age 65+	8.8%	2010
Major Activity Center	Transit (0), Freight (2), Mixed (1)	2010

Trends

Measure	Statistics		Data Year
Gross Population Change (2000 - 2010)	-283		2000 - 2010
Gross Employment Change (2000 - 2010)	-1,056		2000 - 2010
AWDT Change (2003 - 2010)	24,500	36,100	2003
	27,700	41,500	2010
	13.06%	14.96%	increase
Average Peak Travel Speed	25.62	26.03	2009 (AM/PM)
	28.35	28.10	2013 (AM/PM)
(Percent change)	10.66%	7.95%	increase
Transit Usage Change			

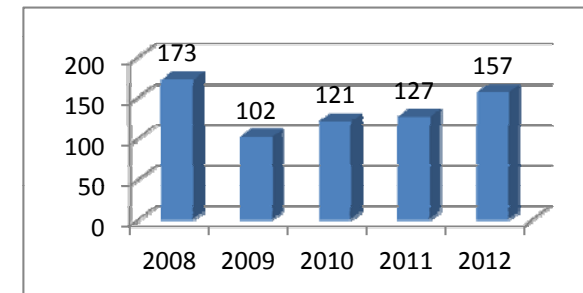
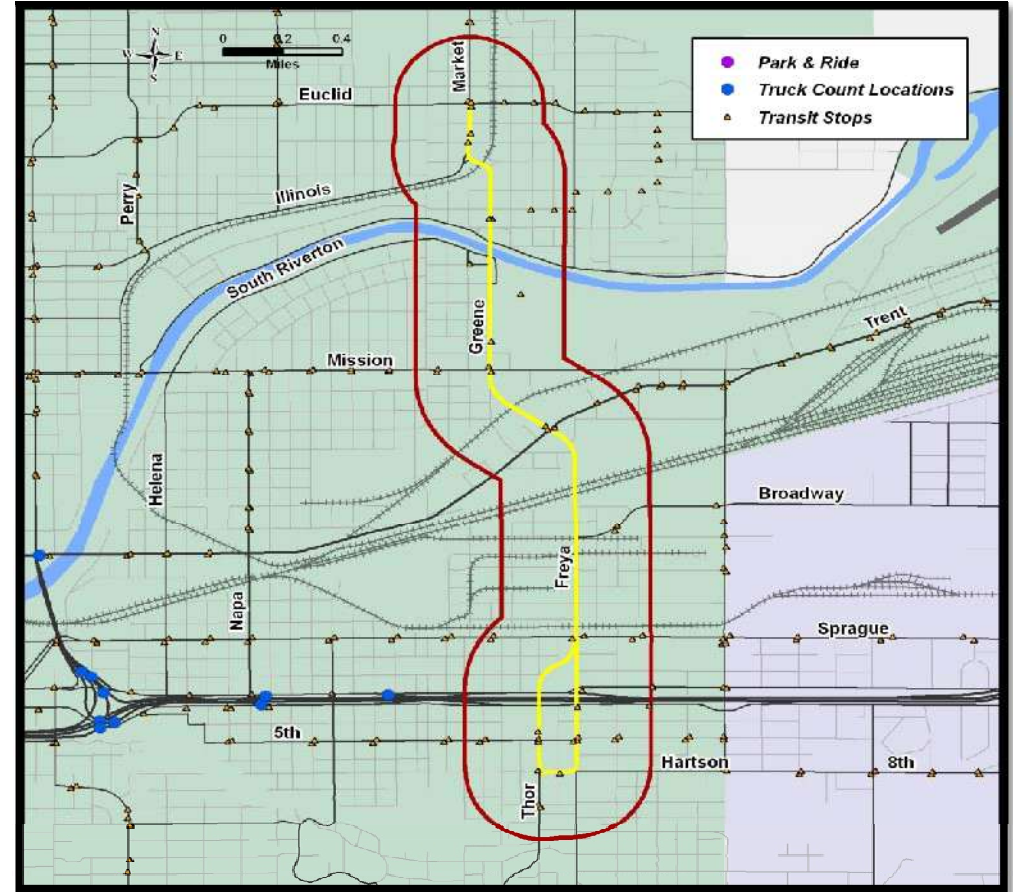
¹AWDT - Average Weekday Daily Traffic (Bi-Directional)

²AADT = Average Annual Daily Traffic (Bi-Directional)

³VMT = Vehicle Miles Traveled (3 year collisions/VMT)

⁴Peak Segment w/in Corridor: INRIX Travel Time Index (AM/PM) Tuesday-Thursday

⁵ACS - American Community Survey 5 year data



5 Year Collision 2008-2012

Fatal	1
Serious	9

Source: WSDOT, All Years. Includes all reported crashes along all Arterials/Freeways located within the 150 ft buffer on identified corridor.

CMP TIER 1 CORRIDOR - INTERSTATE 90 CENTRAL

Transportation Inventory		
Measure	Statistics	Data Year
AADT ¹ Range	67,000 - 110,000	2011
AADT Average	91,000	2011
Type of Facility (ies)	Interstate	2013
Peak Period Maximum Load Factor - Bus	0.794	2013
Peak Period Load Factor on Corridor	0.794	2013
Number of Buses per Peak Hour	12	2013
Number of Park & Rides / % Usage	Mirabeau - 86%, VTC - 50%, Jefferson - 100%	2013
Daily Truck % at Select Locations (FGTS)	10.4 - 10.5% (T-1)	2011 (2013)
Average Collision Rate/Million VMT ²	1.3	2010-2012
Avg Travel Time Index EB AM/PM (Peak) ³	1.00/1.09 (1.02/1.22)	Apr-12
Avg Travel Time Index WB AM/PM (Peak)	1.02/1.02 (1.06/1.05)	Apr-12
Avg Planning Time Index EB AM/PM (Peak) ³	1.05/1.17 (1.12/1.49)	Apr-12
Avg Planning Time Index WB AM/PM (Peak)	1.13/1.13 (1.17/1.32)	Apr-12
Bike Network	0%	2013
Percent Existing Sidewalk Availability	0%	2013
Corridor Length (centerline miles)	7.46	

Demographics		
Measure	Statistics	Data Year
Gross Population Density (Sq Mile)	3,162	2010
Gross Employment Density (Sq Mile)	4,065	2010
Est. Pct of Population Below Poverty Level	28.8%	ACS 07-11 ⁴
Est. Pct of HU w/ No Veh Avail	17.8%	ACS 07-11
Pct of Pop that is Minority	23.1%	2010
Pct of Pop Age 65+	8.7%	2010
Major Activity Center	Transit (1), Freight (2), Mixed (0)	2010

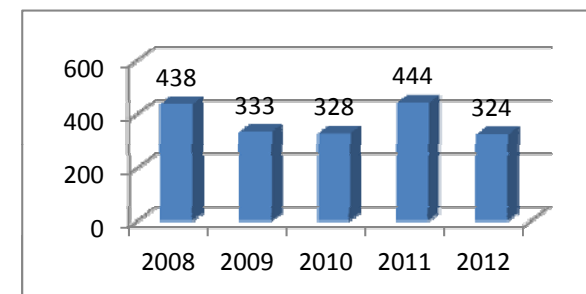
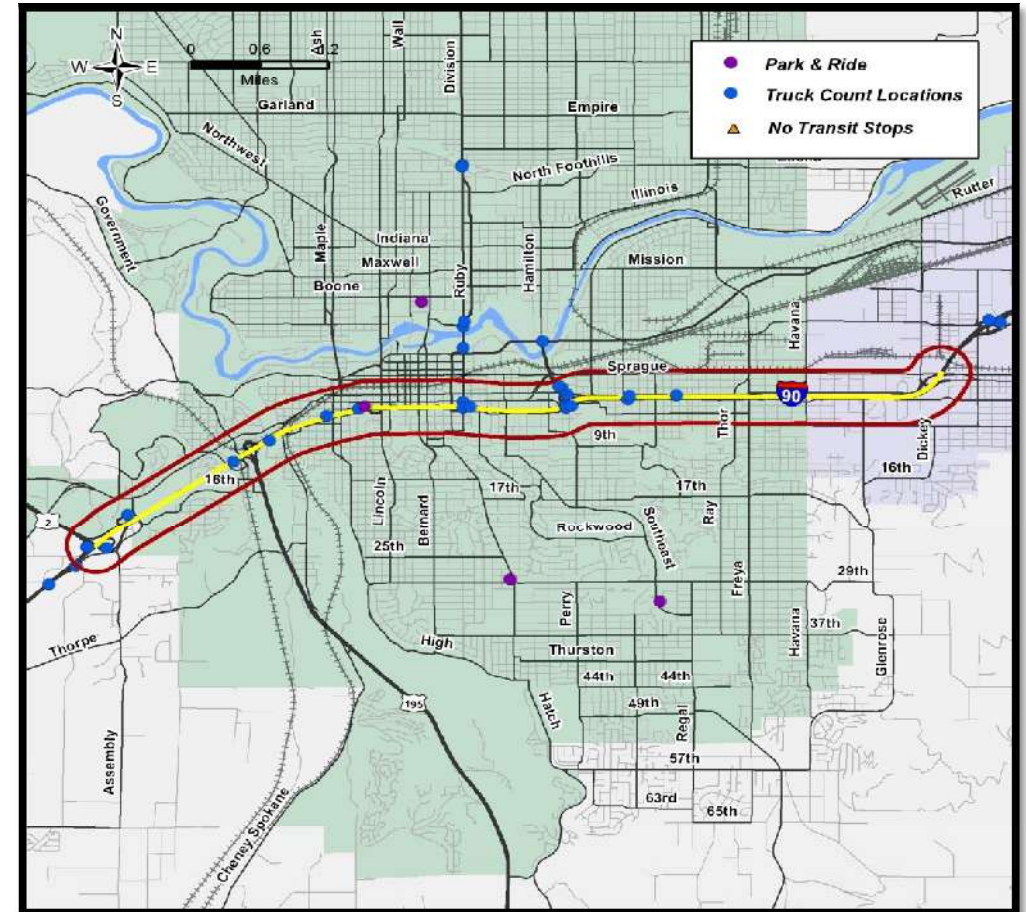
Trends			
Measure	Statistics	Data Year	
Gross Population Change (2000 - 2010)	-53	2000 - 2010	
Gross Employment Change (2000 - 2010)	-818	2000 - 2010	
AADT Change (2004-2011)	70,000	104,000	2004
	104,000	110,000	2011
	48.57%	5.77%	increase
Average Peak Travel Speed (Percent change)	55.69	56.42	2009 (AM/PM)
	60.18	58.36	2013 (AM/PM)
	8.06%	3.44%	increase
Transit Usage Change			

¹AADT = Average Annual Daily Traffic (Bi-Directional)

²VMT = Vehicle Miles Traveled (3 year collisions /VMT)

³Peak Segment w/in Corridor: INRIX Travel Time Index (AM/PM) Tuesday-Thursday

⁴American community Survey 5 year data



5 Year Collision 2008-2012	
Fatal	3
Serious	23

Source: WSDOT, All Years. Includes all reported crashes along all Arterials/Freeways located within the 150 ft buffer on identified corridor.

CMP TIER 1 CORRIDOR - INTERSTATE 90 EAST

Transportation Inventory

Measure	Statistics	Data Year
AADT ¹ Range	54,000 - 93,000	2011
AADT Average	74,909	2011
Type of Facility (ies)	Interstate	2013
Peak Period Maximum Load Factor - Bus	0.794	2013
Peak Period Load Factor on Corridor	0.794	2013
Number of Buses per Peak Hour	12	2013
Number of Park & Rides / % Usage	Mirabeau - 86%, VTC - 50%, LL - 100%	2013
Daily Truck % at Select Locations (FGTS)	11.44% (T-1)	2011 (2013)
Average Collision Rate/Million VMT ²	0.77	2010-2012
Avg Travel Time Index EB AM/PM (Peak) ³	0.987/0.997 (0.996/1.02)	Apr-12
Avg Travel Time Index WB AM/PM (Peak)	1.00/0.996 (1.06/1.03)	Apr-12
Avg Planning Time Index WB AM/PM (Peak) ³	1.03/1.07 (1.24/1.14)	Apr-12
Avg Planning Time Index SB AM/PM (Peak)	1.02/1.03 (1.03/1.06)	Apr-12
Bike Network	94% shared roadway	2013
Percent Existing Sidewalk Availability	NA	2013
Corridor Length (centerline miles)	10.82	

Demographics

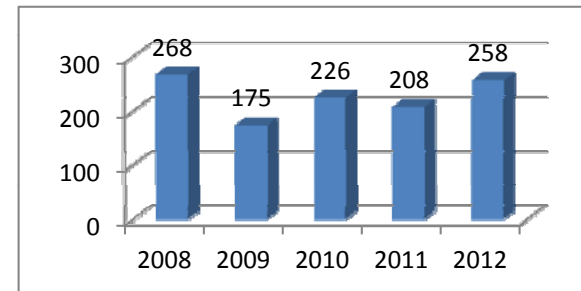
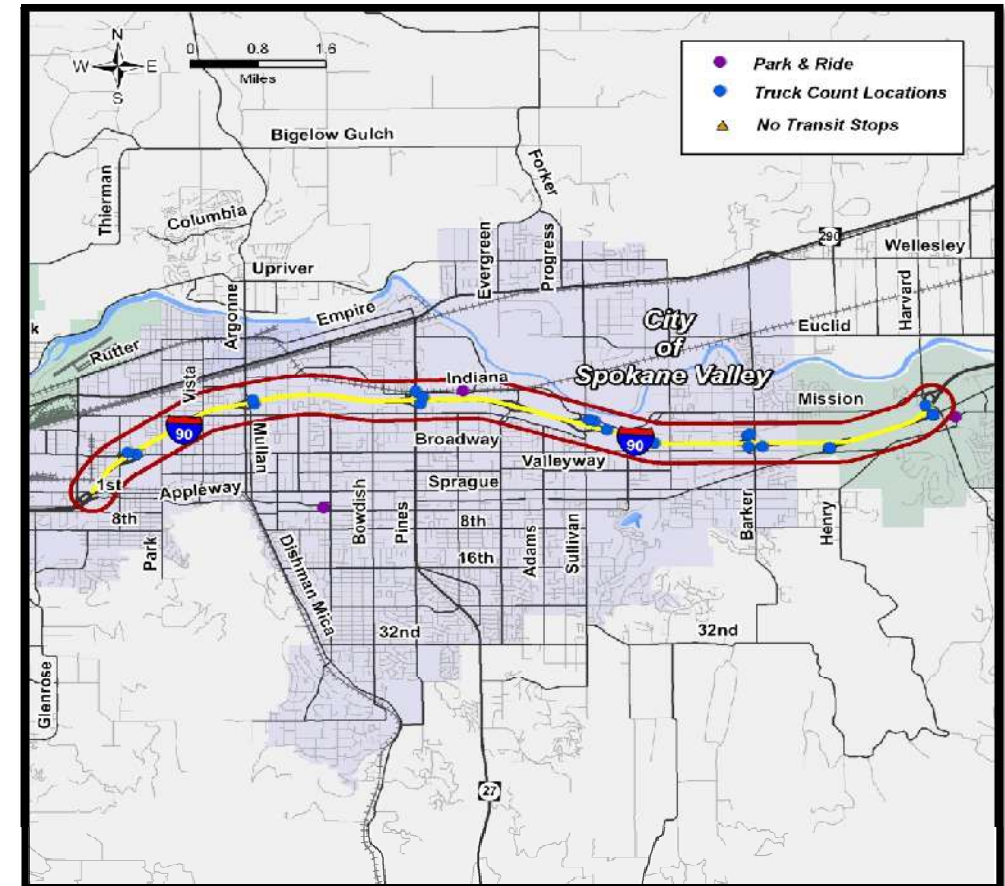
Measure	Statistics	Data Year
Gross Population Density (Sq Mile)	1,452	2010
Gross Employment Density (Sq Mile)	1,868	2010
Est. Pct of Population Below Poverty Level	16.5%	ACS 07-11 ⁴
Est. Pct of HU w/ No Veh Avail	7.9%	ACS 07-11
Pct of Pop that is Minority	13.7%	2010
Pct of Pop Age 65+	12.7%	2010
Major Activity Center	Transit (3), Freight (3), Mixed (1)	2010

Trends

Measure	Statistics		Data Year
Gross Population Change (2000 - 2010)	-108		2000 - 2010
Gross Employment Change (2000 - 2010)	2,551		2000 - 2010
AADT Change (2004-2011)	61,000	83,000	2004
	83,000	93,000	2011
	36.07%	12.05%	increase
Average Peak Travel Speed (Percent change)	59.85	60.92	2009 (AM/PM)
	63.15	63.44	2013 (AM/PM)
	5.51%	4.14%	increase
Transit Usage Change			

¹AADT = Average Annual Daily Traffic (Bi-Directional)
²VMT = Vehicle Miles Traveled (3 year collisions /VMT)

³Peak Segment w/in Corridor: INRIX Travel Time Index (AM/PM) Tuesday-Thursday
⁴American community Survey 5 year data



5 Year Collision 2008-2012	
Fatal	3
Serious	20

Source: WSDOT, All Years. Includes all reported crashes along all Arterials/Freeways located within the 150 ft buffer on identified corridor.

CMP TIER 1 CORRIDOR - SULLIVAN

Transportation Inventory

Measure	Statistics	Data Year
AWDT ¹ Range	11,300 - 37,300	2010
AADT ² Average	21,886	2010
Type of Facility (ies)	Principal Arterial	2013
Peak Period Maximum Load Factor - Bus	0.345 - 0.388	2012
Peak Period Load Factor on Corridor	0.224 - 0.259	2012
Number of Buses per Peak Hour	4	2012
Number of Park & Rides / % Usage	Mirabeau - 86%	2012
Average Daily Truck % at Select Locations (FGTS)	6.03-12.96% (T-1/T-2/T-3)	2011 (2013)
Average Collision Rate/Million VMT ³	3.18	2010-2012
Avg Travel Time Index NB AM/PM (Peak) ⁴	1.16/1.21 (1.25/1.45)	Apr-12
Avg Travel Time Index SB AM/PM (Peak)	1.11/1.12 (1.22/1.26)	Apr-12
Avg Planning Time Index NB AM/PM (Peak) ⁴	1.35/1.26 (1.44/1.45)	Apr-12
Avg Planning Time Index SB AM/PM (Peak)	1.29/1.27 (1.35/1.39)	Apr-12
Bike Network	100% shared roadway	2013
Percent Existing Sidewalk Availability	99.45%	2013
Corridor Length (centerline miles)	3.25	

Demographics

Measure	Statistics	Data Year
Gross Population Density (Sq Mile)	1,251	2010
Gross Employment Density (Sq Mile)	3,311	2010
Est. Pct of Population Below Poverty Level	12.5%	ACS 07-11 ⁵
Est. Pct of HU w/ No Veh Avail	5.1%	ACS 07-11
Pct of Pop that is Minority	14.3%	2010
Pct of Pop Age 65+	11.2%	2010
Major Activity Center	Transit (2), Freight (1), Mixed (0)	2010

Trends

Measure	Statistics		Data Year
Gross Population Change (2000 - 2010)	336		2000 - 2010
Gross Employment Change (2000 - 2010)	3,153		2000 - 2010
AWDT Change (2003 - 2011)	11,900	35,100	2003
	11,300	37,300	2011
	-5.04%	6.27%	decrease/increase
Average Peak Travel Speed (Percent change)	25.95	26.88	2009 (AM/PM)
	28.21	28.60	2013 (AM/PM)
	8.71%	6.40%	increase
Transit Usage Change			

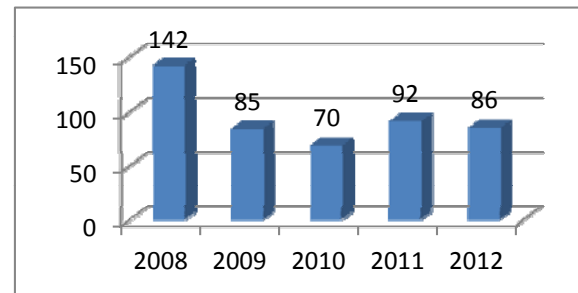
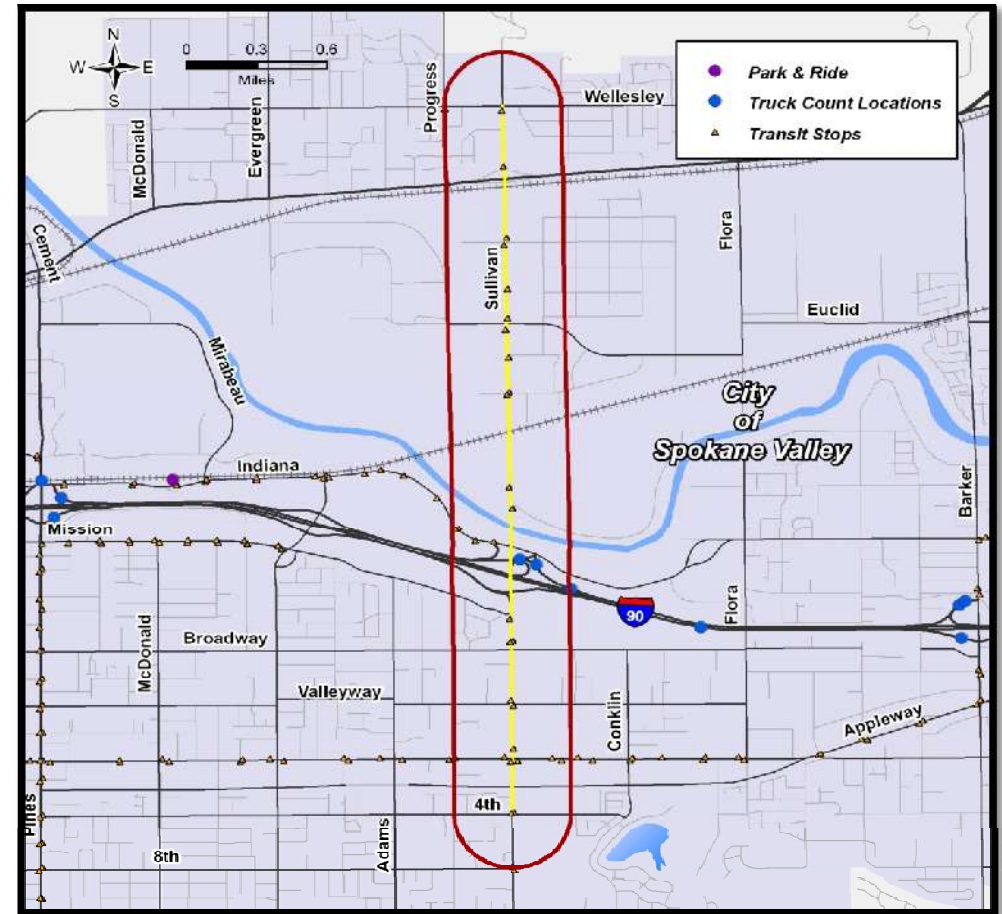
¹AWDT - Average Weekday Daily Traffic (Bi-Directional)

²AADT = Average Annual Daily Traffic (Bi-Directional)

³VMT = Vehicle Miles Traveled (3 year collisions/VMT)

⁴Peak Segment w/in Corridor: INRIX Travel Time Index (AM/PM) Tuesday-Thursday

⁵ACS - American Community Survey 5 year data



5 Year Collision 2008-2012	
Fatal	0
Serious	6

Source: WSDOT, All Years. Includes all reported crashes along all Arterials/Freeways located within the 150 ft buffer on identified corridor.

CMP TIER 1 CORRIDOR - US 2 A (I-90 TO CRAIG RD)

Transportation Inventory

Measure	Statistics	Data Year
AADT ¹ Range	18,000 - 33,000	2011
AADT Average	24,273	2011
Type of Facility (ies)	Expressway/Principal Arterial	2013
Peak Period Maximum Load Factor - Bus	0.615	2012
Peak Period Load Factor on Corridor	0.532	2012
Number of Buses per Peak Hour	4	2012
Number of Park & Rides / % Usage	Yokes - 27%	2012
Daily Truck % at Select Locations (FGTS)	13.72% (T-2)	2011 (2013)
Average Collision Rate/Million VMT ²	1.56	2010-2012
Avg Travel Time Index EB AM/PM (Peak) ³	1.03/1.03 (1.03/1.08)	Apr-12
Avg Travel Time Index WB AM/PM (Peak)	1.07/1.07 (1.14/1.15)	Apr-12
Avg Planning Time Index EB AM/PM (Peak) ³	1.12/1.15 (1.09/1.16)	Apr-12
Avg Planning Time Index WB AM/PM (Peak)	1.12/1.10 (1.12/1.22)	Apr-12
Bike Network	67% shared roadway	2013
Percent Existing Sidewalk Availability	25.54%	2013
Corridor Length (centerline miles)	7.06	

Demographics

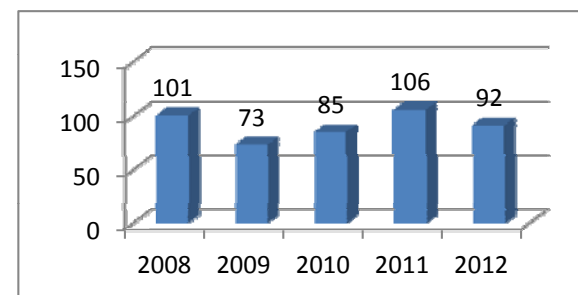
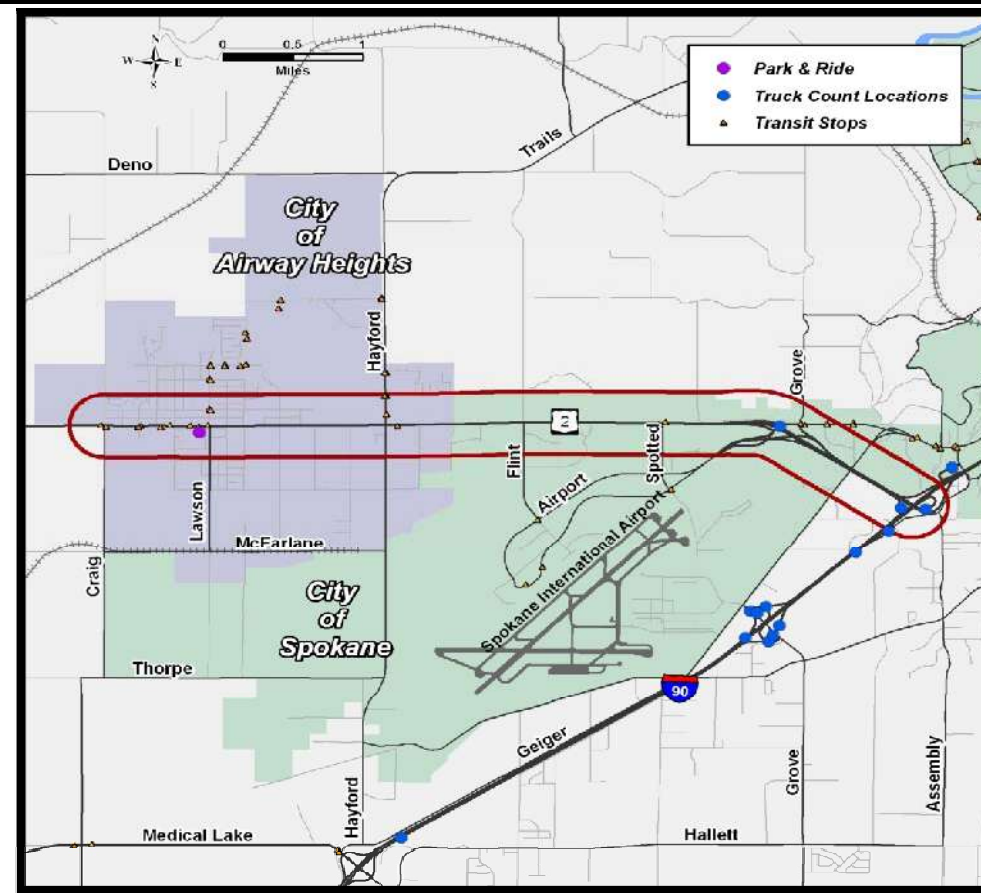
Measure	Statistics	Data Year
Gross Population Density (Sq Mile)	690	2010
Gross Employment Density (Sq Mile)	1,035	2010
Est. Pct of Population Below Poverty Level	25.8%	ACS 07-11 ⁴
Est. Pct of HU w/ No Veh Avail	5.4%	ACS 07-11
Pct of Pop that is Minority	24.9%	2010
Pct of Pop Age 65+	7.7%	2010
Major Activity Center	Transit (1), Freight (1), Mixed (0)	2010

Trends

Measure	Statistics	Data Year
Gross Population Change (2000 - 2010)	708	2000 - 2010
Gross Employment Change (2000 - 2010)	2,628	2000 - 2010
AADT Change (2004-2011)	20,000	2004
	31,000	2011
	55.00%	increase
Average Peak Travel Speed (Percent change)	48.56	2009 (AM/PM)
	52.28	2013 (AM/PM)
	7.66%	increase
Transit Usage Change		

¹AADT = Average Annual Daily Traffic (Bi-Directional)
²VMT = Vehicle Miles Traveled (3 year collisions /VMT)

³Peak Segment w/in Corridor: INRIX Travel/Planning Time Index (Tuesday-Thursday)
⁴American community Survey 5 year data



5 Year Collision 2008-2012

Fatal	3
Serious	20

Source: WSDOT, All Years. Includes all reported crashes along all Arterials/Freeways located within the 150 ft buffer on identified corridor.

CMP TIER 2 CORRIDOR - 29TH

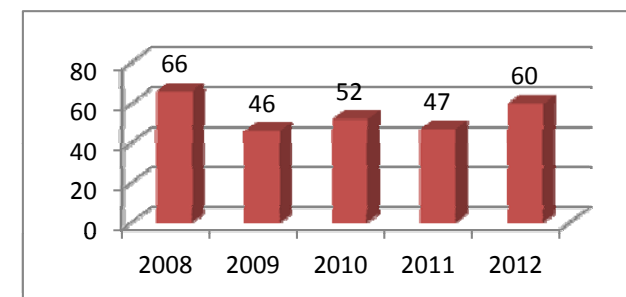
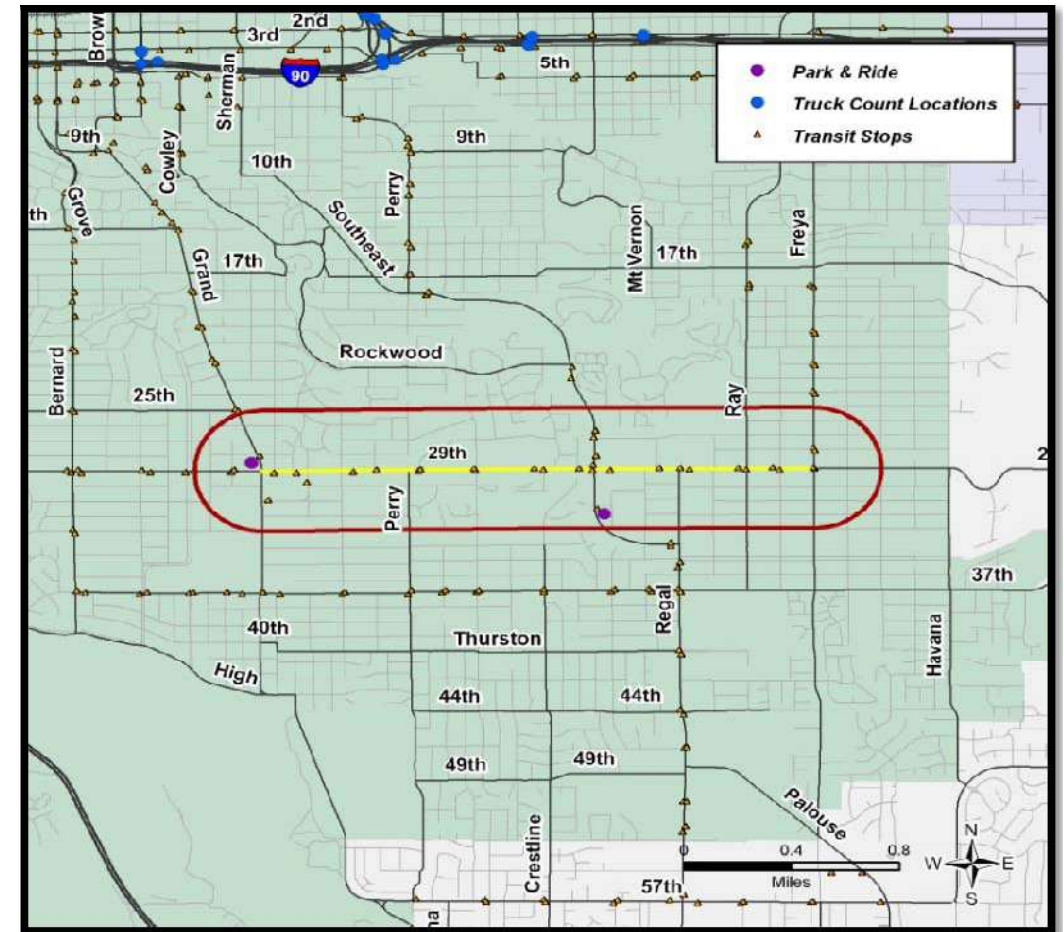
Transportation Inventory		
Measure	Statistics	Data Year
AWDT ¹ Range	7,700 - 20,400	2011
AADT ² Average	14,906	2011
Type of Facility (ies)	Principal Arterial	2013
Peak Period Maximum Load Factor - Bus	0.30	2013
Peak Period Load Factor on Corridor	0.21	2013
Number of Buses per Peak Hour	8	2013
Number of Park & Rides / % Usage	South Hill - 35%	2013
Daily Truck % at Select Locations (FGTS)	NA	2011 (2013)
Average Collision Rate/Million VMT ³	4.75	2010-2012
Avg Travel Time Index EB AM/PM (Peak) ⁴	1.12/1.08 (1.12/1.08)	Apr-12
Avg Travel Time Index WB AM/PM (Peak)	1.18/1.15 (1.18/1.15)	Apr-12
Avg Planning Time Index EB AM/PM (Peak)	1.16/1.21 (1.17/1.22)	Apr-12
Avg Planning Time Index WB AM/PM (Peak)	1.17/1.10 (1.26/1.19)	Apr-12
Bike Network	0.00%	2013
Percent Existing Sidewalk Availability	97.81%	2013
Corridor Length (centerline miles)	2.05	

¹AWDT - Average Weekday Daily Traffic (Bi-Directional)

²AADT = Average Annual Daily Traffic (Bi-Directional)

³VMT = Vehicle Miles Traveled (3 year collisions/VMT)

⁴Peak Segment w/in Corridor: INRIX Travel Time Index (AM/PM) Tuesday-Thursday



5 Year Collision 2008-2012

Fatal	0
Serious	5

Source: WSDOT, All Years. Includes all reported crashes along all Arterials/Freeways located within the 150 ft buffer on identified corridor.

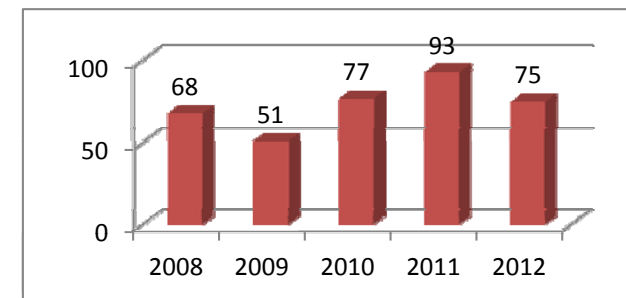
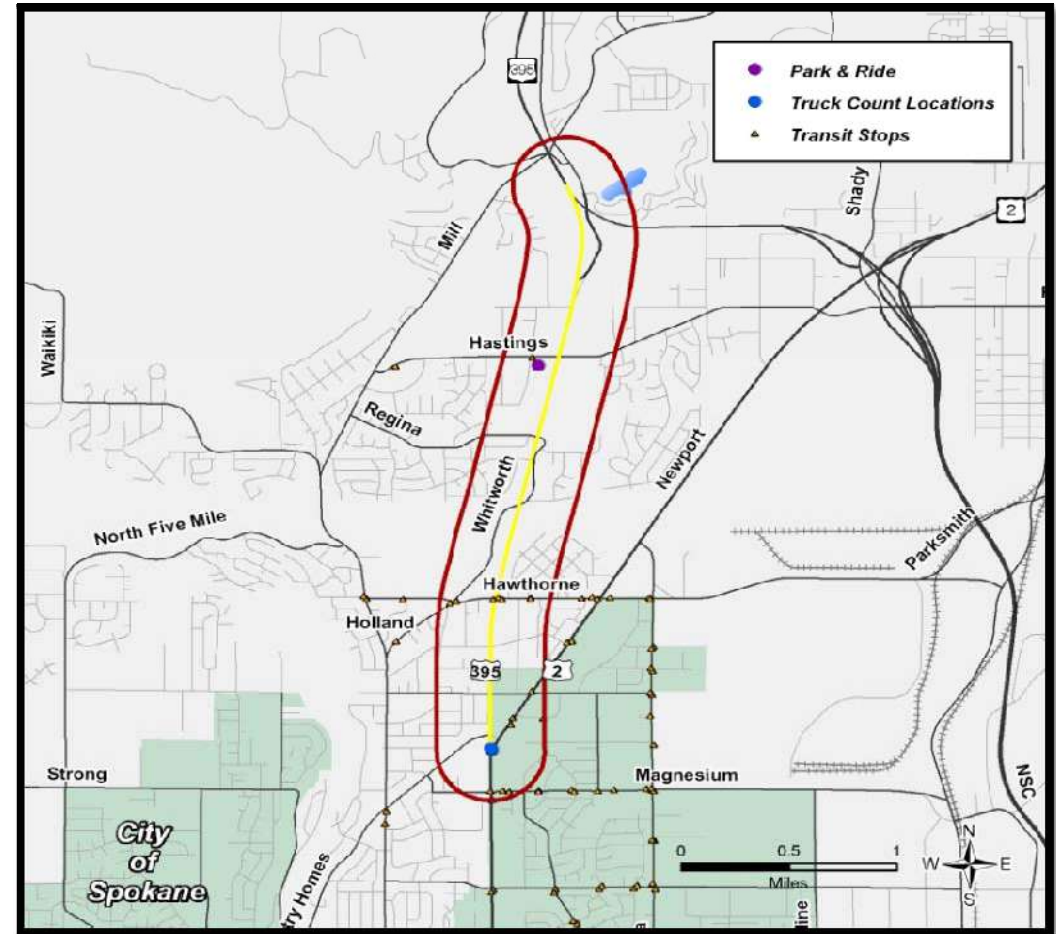
CMP TIER 2 CORRIDOR - US 395/DIVISION (US 2 TO NSC)

Transportation Inventory		
Measure	Statistics	Data Year
AADT* Range	19,000-27,000	2011
AADT Average	23,600	2011
Type of Facility (ies)	Principal Arterial	2013
Peak Period Maximum Load Factor - Bus	0.23	2013
Peak Period Load Factor on Corridor	0.14	2013
Number of Buses per Peak Hour	8	2013
Number of Park & Rides / % Usage	Hastings - 75%	2013
Daily Truck % at Select Locations (FGTS)	3.2 - 3.49% (T-2)	2011 (2013)
Average Collision Rate/Million VMT**	3.22	2010-2012
Avg Travel Time Index NB AM/PM (Peak)***	1.10/1.25 (1.16/1.32)	Apr-12
Avg Travel Time Index SB AM/PM (Peak)	1.14/1.20 (1.25/1.30)	Apr-12
Avg Planning Time Index NB AM/PM (Peak)	1.23/1.62 (1.28/2.19)	Apr-12
Avg Planning Time Index SB AM/PM (Peak)	1.28/1.27 (1.52/1.52)	Apr-12
Bike Network	71% shared roadway	2013
Percent Existing Sidewalk Availability	49.44%	2013
Corridor Length (centerline miles)	2.94	

*AADT = Average Annual Daily Traffic (Bi-Directional)

**VMT = Vehicle Miles Traveled (3 year collisions /VMT)

***Peak Segment w/in Corridor: INRIX Travel Time Index (AM/PM) Tuesday-Thursday



5 Year Collision 2008-2012	
Fatal	2
Serious	7

Source: WSDOT, All Years. Includes all reported crashes along all Arterials/Freeways located within the 150 ft buffer on identified corridor.

CMP TIER 2 CORRIDOR - GRAND / WASHINGTON / STEVENS

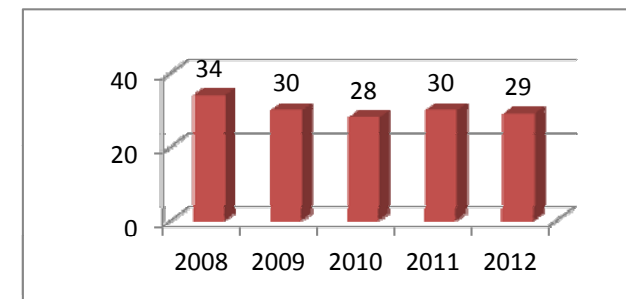
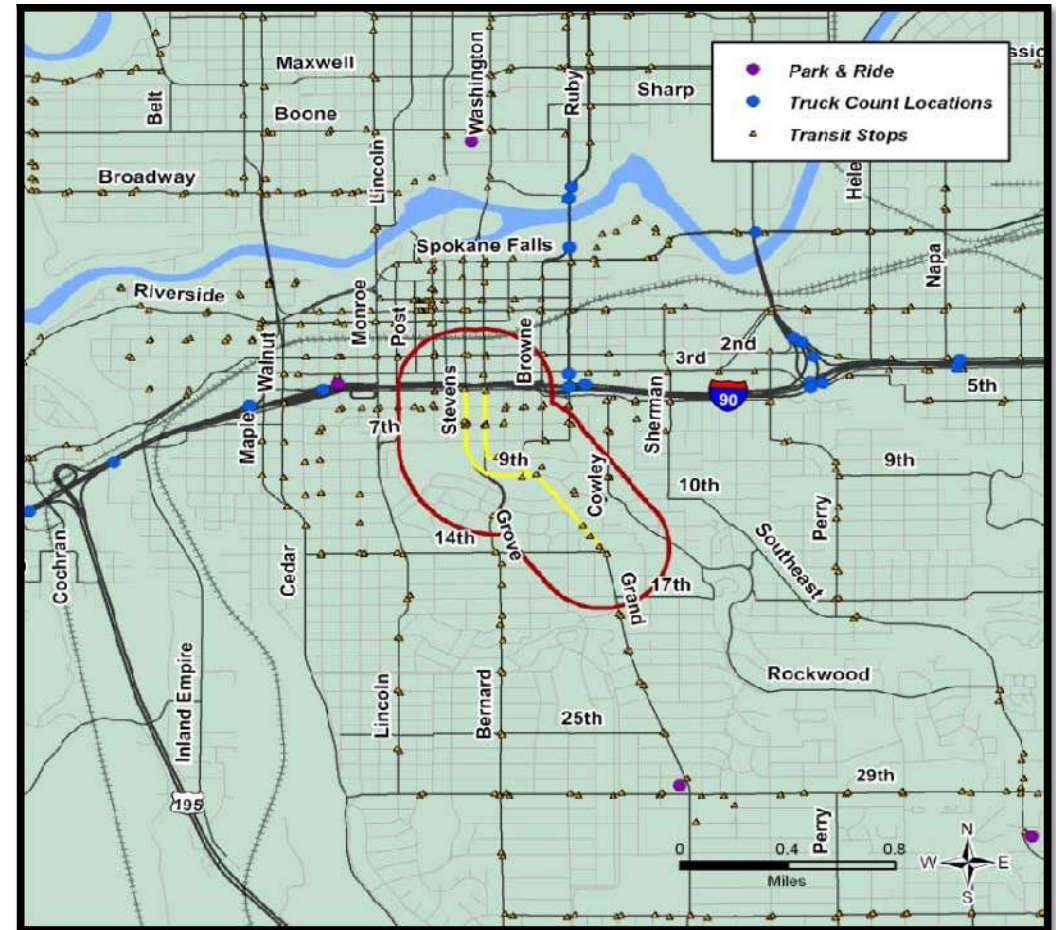
Transportation Inventory		
Measure	Statistics	Data Year
AWDT ¹ Range	13,700-25,300	2011
AADT ² Average	17,404	2011
Type of Facility (ies)	Principal Arterial	2013
Peak Period Maximum Load Factor - Bus	0.40	2013
Peak Period Load Factor on Corridor	0.28	2013
Number of Buses per Peak Hour	4 to 8	2013
Number of Park & Rides / % Usage	Jefferson - 100%	2013
Daily Truck % at Select Locations (FGTS)	NA (T-3)	2011 (2013)
Average Collision Rate/Million VMT ³	3.15	2010-2012
Avg Travel Time Index NB AM/PM (Peak) ⁴	1.28/1.20 (1.28/1.20)	Apr-12
Avg Travel Time Index SB AM/PM (Peak)	1.28/1.20 (1.28/1.20)	Apr-12
Avg Planning Time Index NB AM/PM (Peak)	1.31/1.23 (1.31/1.23)	Apr-12
Avg Planning Time Index SB AM/PM (Peak)	1.07/1.02 (1.18/1.14)	Apr-12
Bike Network	49% shared roadway	2013
Percent Existing Sidewalk Availability	67.72%	2013
Corridor Length (centerline miles)	0.91	

¹AWDT - Average Weekday Daily Traffic (Bi-Directional)

²AADT = Average Annual Daily Traffic (Bi-Directional)

³VMT = Vehicle Miles Traveled (3 year collisions/VMT)

⁴Peak Segment w/in Corridor: INRIX Travel Time Index (AM/PM) Tuesday-Thursday



5 Year Collision 2008-2012	
Fatal	0
Serious	15

Source: WSDOT, All Years. Includes all reported crashes along all Arterials/Freeways located within the 150 ft buffer on identified corridor.

CMP TIER 2 CORRIDOR - HAMILTON

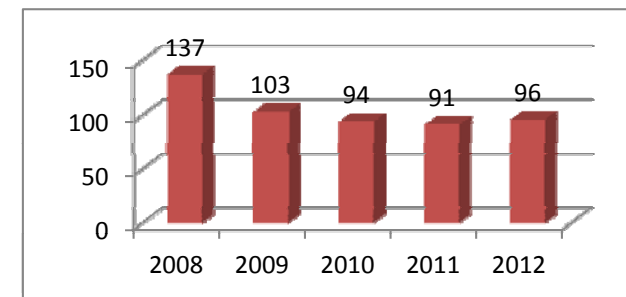
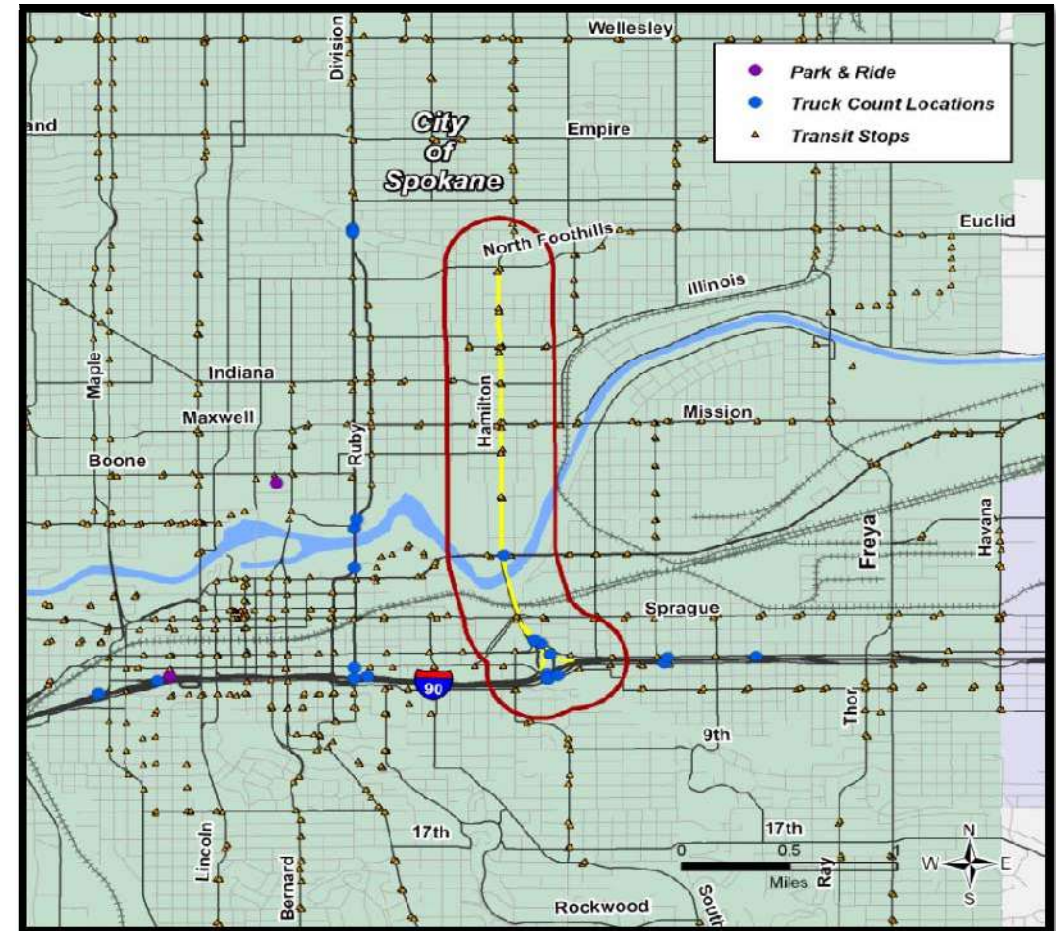
Transportation Inventory		
Measure	Statistics	Data Year
AWDT ¹ Range	28,200 - 35,100	2011
AADT ² Average	29,454	2011
Type of Facility (ies)	Principal Arterial	2013
Peak Period Maximum Load Factor - Bus	0.49	2013
Peak Period Load Factor on Corridor	0.45	2013
Number of Buses per Peak Hour	8	2013
Number of Park & Rides / % Usage	NA	
Daily Truck % at Select Locations (FGTS)	7.85% (T-2)	2011 (2013)
Average Collision Rate/Million VMT ³	3.09	2010-2012
Avg Travel Time Index NB AM/PM (Peak) ⁴	1.29/1.23 (1.34/1.31)	Apr-12
Avg Travel Time Index SB AM/PM (Peak)	1.13/1.14 (1.17/1.21)	Apr-12
Avg Planning Time Index NB AM/PM (Peak)	1.52/1.35 (1.60/1.49)	Apr-12
Avg Planning Time Index SB AM/PM (Peak)	1.22/1.21 (1.30/1.35)	Apr-12
Bike Network	0.00%	2013
Percent Existing Sidewalk Availability	98.85%	2013
Corridor Length (centerline miles)	2.82	

¹AWDT - Average Weekday Daily Traffic (Bi-Directional)

²AADT = Average Annual Daily Traffic (Bi-Directional)

³VMT = Vehicle Miles Traveled (3 year collisions/VMT)

⁴Peak Segment w/in Corridor: INRIX Travel Time Index (AM/PM) Tuesday-Thursday



5 Year Collision 2008-2012

Fatal	0
Serious	5

Source: WSDOT, All Years. Includes all reported crashes along all Arterials/Freeways located within the 150 ft buffer on identified corridor.

CMP TIER 2 CORRIDOR - MAPLE / ASH

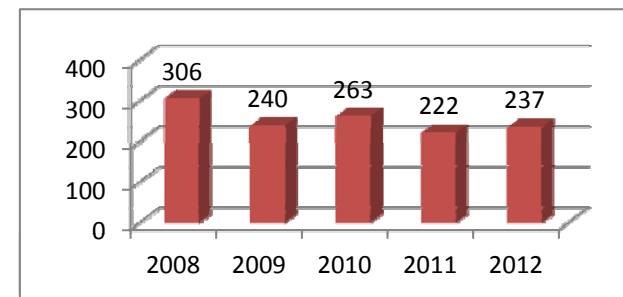
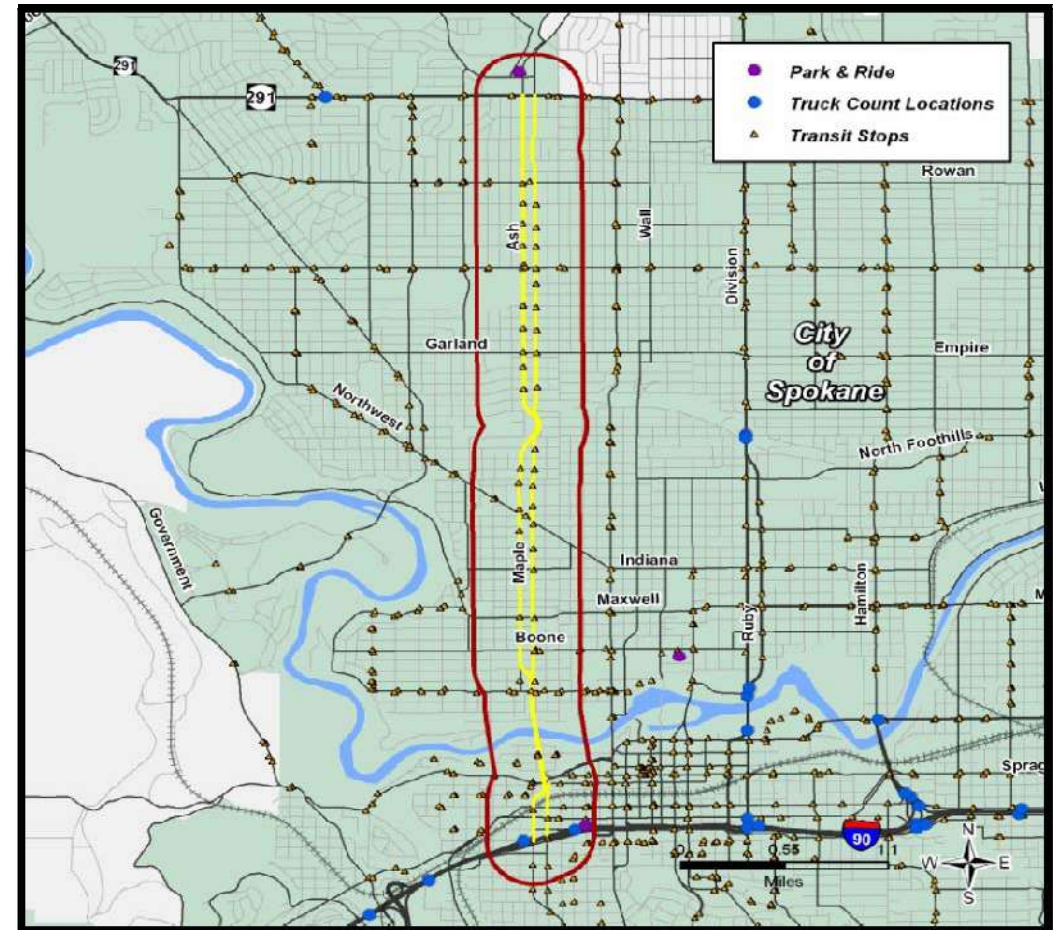
Transportation Inventory		
Measure	Statistics	Data Year
AWDT ¹ Range	26,200-48,700	2011
AADT ² Average	34,454	2011
Type of Facility (ies)	Principal Arterial	2013
Peak Period Maximum Load Factor - Bus	0.30	2013
Peak Period Load Factor on Corridor	0.26	2013
Number of Buses per Peak Hour	4 to 8	2013
Number of Park & Rides / % Usage	Jefferson - 100%, Five Mile - 80%	2013
Daily Truck % at Select Locations (FGTS)	NA (T-2)	2011 (2013)
Average Collision Rate/Million VMT ³	2.13	2010-2012
Avg Travel Time Index NB AM/PM (Peak) ⁴	1.13/1.16 (1.18/1.22)	Apr-12
Avg Travel Time Index SB AM/PM (Peak)	1.13/1.12 (1.22/1.20)	Apr-12
Avg Planning Time Index NB AM/PM (Peak)	1.24/1.32 (1.32/1.47)	Apr-12
Avg Planning Time Index SB AM/PM (Peak)	1.24/1.19 (1.43/1.31)	Apr-12
Bike Network	100 % shared roadway	2013
Percent Existing Sidewalk Availability	78.35%	2013
Corridor Length (centerline miles)	4.57	

¹AWDT - Average Weekday Daily Traffic (Bi-Directional)

²AADT = Average Annual Daily Traffic (Bi-Directional)

³VMT = Vehicle Miles Traveled (3 year collisions/VMT)

⁴Peak Segment w/in Corridor: INRIX Travel Time Index (AM/PM) Tuesday-Thursday



5 Year Collision 2008-2012

Fatal	5
Serious	16

Source: WSDOT, All Years. Includes all reported crashes along all Arterials/Freeways located within the 150 ft buffer on identified corridor.

CMP TIER 2 CORRIDOR - MARKET / HAVEN / FREYA

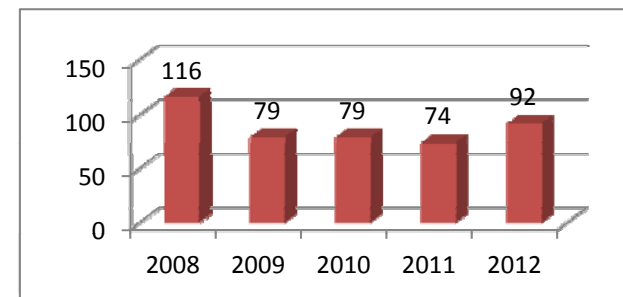
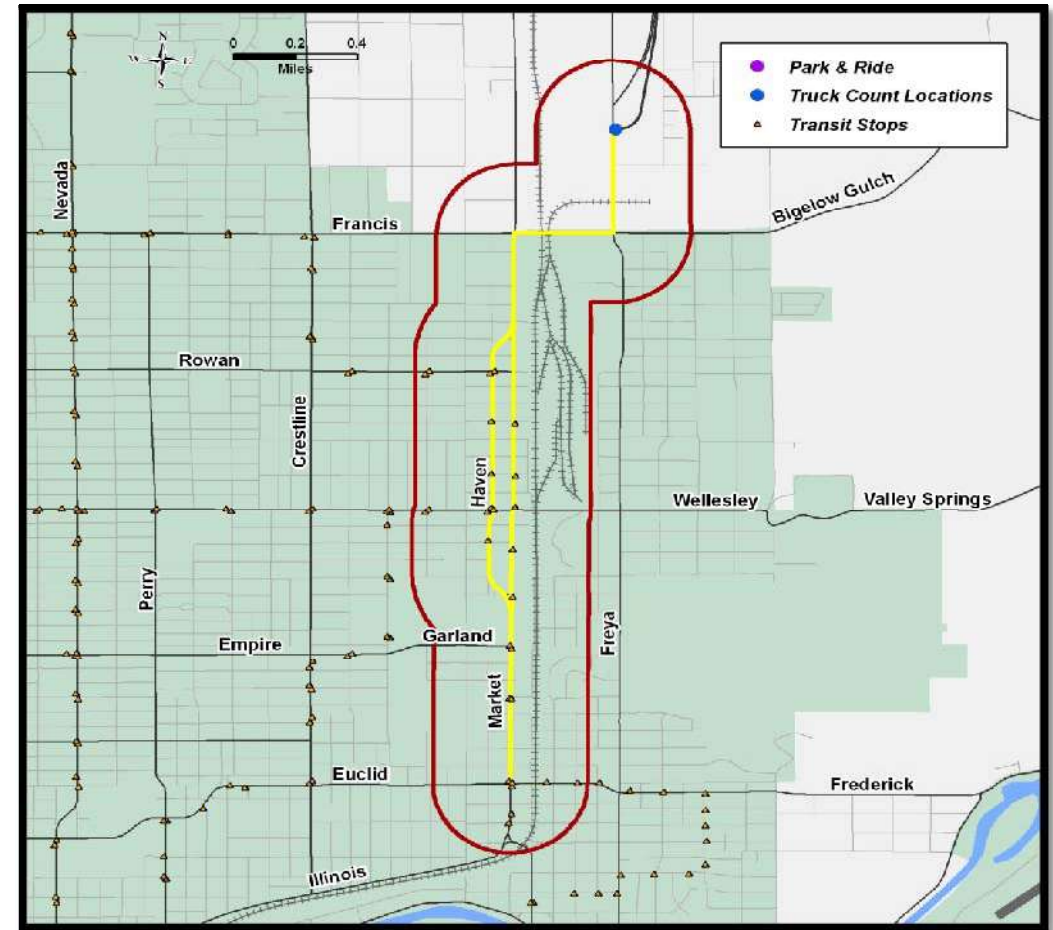
Transportation Inventory		
Measure	Statistics	Data Year
AWDT ¹ Range	19,050-35,900	2011
AADT ² Average	26,715	2011
Type of Facility (ies)	Principal Arterial	2013
Peak Period Maximum Load Factor - Bus	0.25	2013
Peak Period Load Factor on Corridor	0.22	2013
Number of Buses per Peak Hour	4 to 8	2013
Number of Park & Rides / % Usage	NA	2013
Daily Truck % at Select Locations (FGTS)	13.1% (T-1/T-2)	2011 (2013)
Average Collision Rate/Million VMT ³	1.99	2010-2012
Avg Travel Time Index NB AM/PM (Peak) ⁴	1.09/1.14 (1.15/1.20)	Apr-12
Avg Travel Time Index SB AM/PM (Peak)	1.14/1.15 (1.22/1.27)	Apr-12
Avg Planning Time Index NB AM/PM (Peak)	1.18/1.26 (1.40/1.57)	Apr-12
Avg Planning Time Index SB AM/PM (Peak)	1.22/1.17 (1.47/1.40)	Apr-12
Bike Network	16% shared roadway	2013
Percent Existing Sidewalk Availability	77.78%	2013
Corridor Length (centerline miles)	2.77	

¹AWDT - Average Weekday Daily Traffic (Bi-Directional)

²AADT = Average Annual Daily Traffic (Bi-Directional)

³VMT = Vehicle Miles Traveled (3 year collisions/VMT)

⁴Peak Segment w/in Corridor: INRIX Travel Time Index (AM/PM) Tuesday-Thursday



5 Year Collision 2008-2012	
Fatal	1
Serious	10

Source: WSDOT, All Years. Includes all reported crashes along all Arterials/Freeways located within the 150 ft buffer on identified corridor.

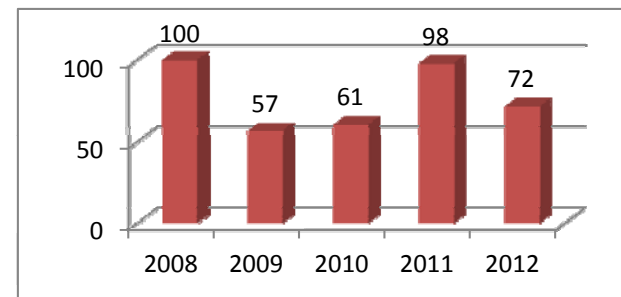
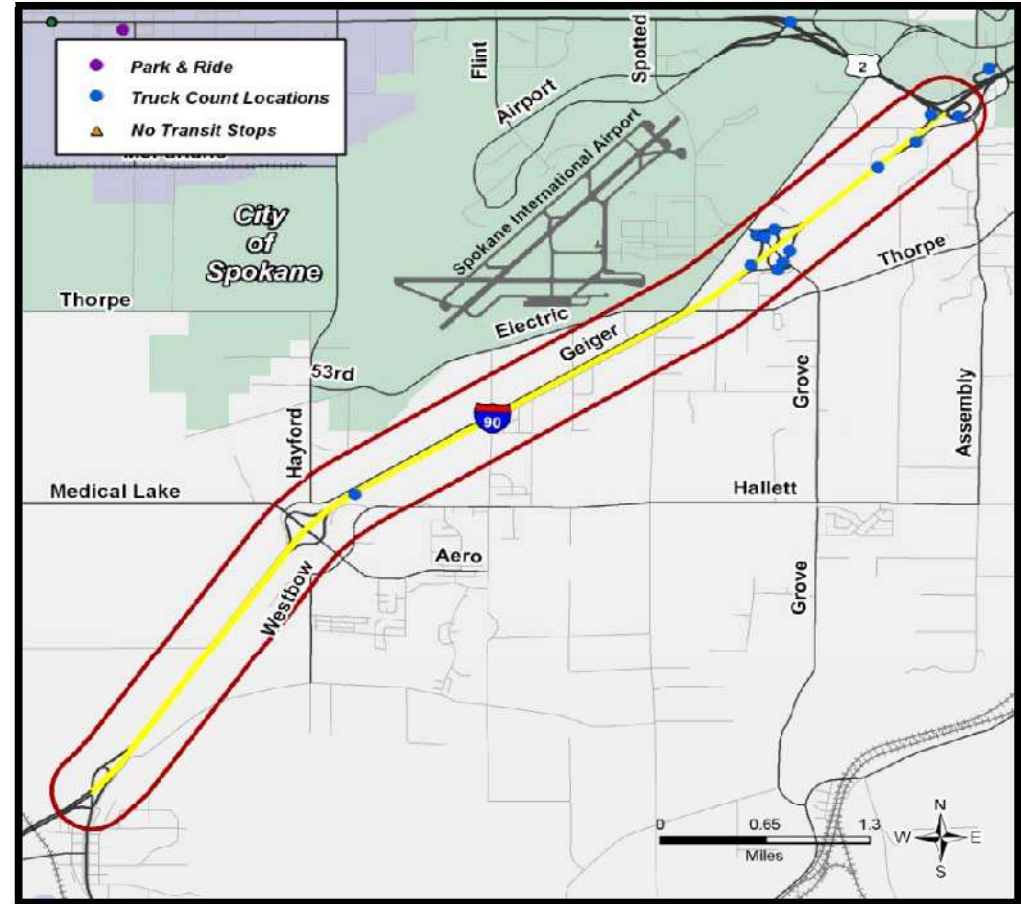
CMP TIER 2 CORRIDOR - INTERSTATE 90 WEST

Transportation Inventory		
Measure	Statistics	Data Year
AADT ¹ Range	18,000 - 36,000	2011
AADT* Average	27,800	2011
Type of Facility (ies)	Interstate	2013
Peak Period Maximum Load Factor - Bus	0.38	2013
Peak Period Load Factor on Corridor	0.38	2013
Number of Buses per Peak Hour	10 to 14	2013
Number of Park & Rides / % Usage	Jefferson - 100%	2013
Daily Truck % at Select Locations (FGTS)	12.5 - 13.06% (T-1)	2011 (2013)
Average Collision Rate/Million VMT ²	0.94	2010-2012
Avg Travel Time Index EB AM/PM (Peak) ³	0.99/0.98 (1.00/1.01)	Apr-12
Avg Travel Time Index WB AM/PM (Peak)	0.97/0.99 (1.00/1.03)	Apr-12
Avg Planning Time Index EB AM/PM (Peak)	1.04/1.02 (1.04/1.03)	Apr-12
Avg Planning Time Index WB AM/PM (Peak)	1.10/1.15 (1.31/1.46)	Apr-12
Bike Network	81% shared roadway	2013
Percent Existing Sidewalk Availability	NA	2013
Corridor Length (centerline miles)	7.49	

¹AADT = Average Annual Daily Traffic (Bi-Directional)

²VMT = Vehicle Miles Traveled (3 year collisions /VMT)

³Peak Segment w/in Corridor: INRIX Travel Time Index (AM/PM) Tuesday-Thursday



5 Year Collision 2008-2012	
Fatal	3
Serious	11

Source: WSDOT, All Years. Includes all reported crashes along all Arterials/Freeways located within the 150 ft buffer on identified corridor.

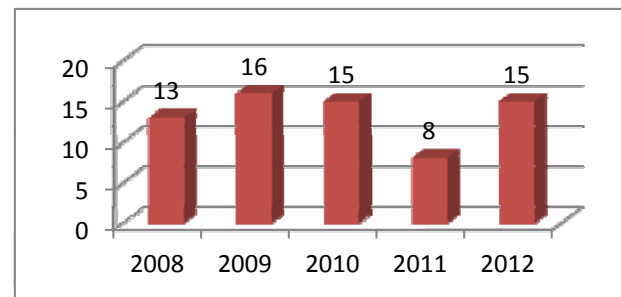
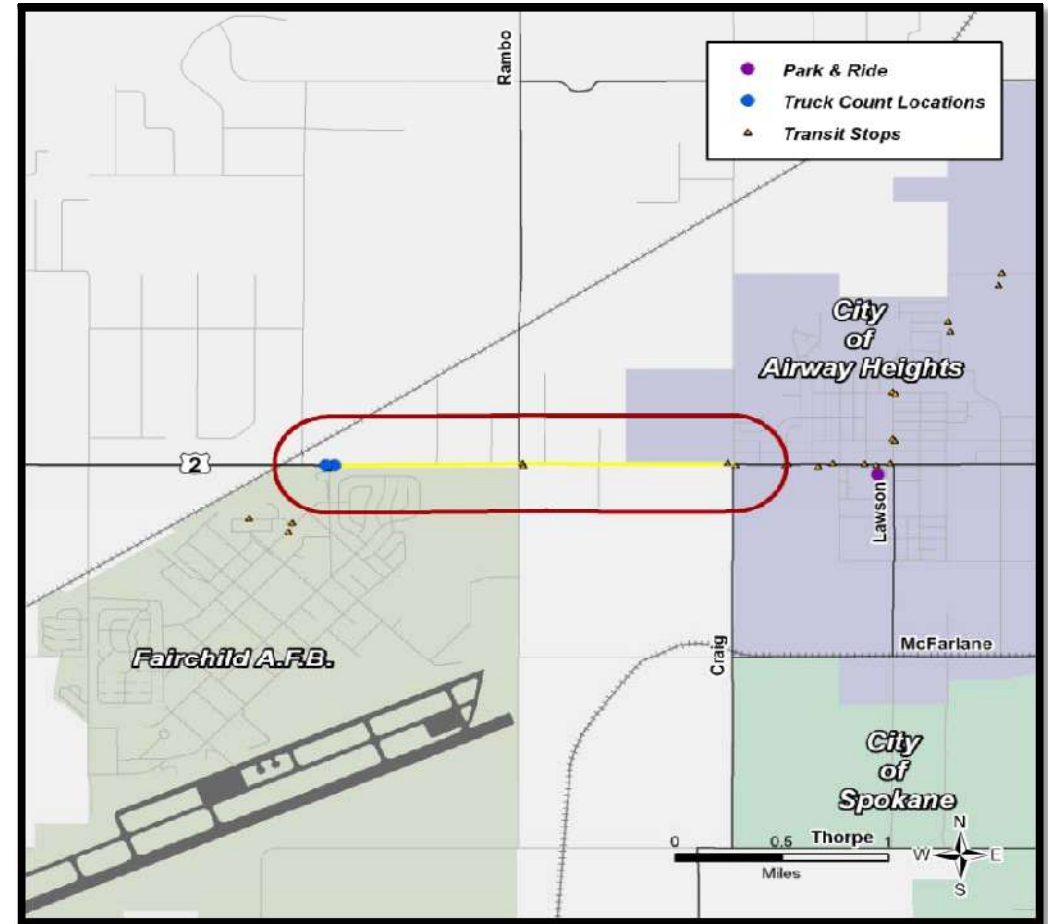
CMP TIER 2 CORRIDOR - US 2 B (CRAIG RD TO FAIRCHILD AFB)

Transportation Inventory		
Measure	Statistics	Data Year
AADT ¹ Range	16,000 - 17,000	2011
AADT Average	16,500	2011
Type of Facility (ies)	Principal Arterial	2013
Peak Period Maximum Load Factor - Bus	0.17	2013
Peak Period Load Factor on Corridor	0.04	2013
Number of Buses per Peak Hour	4	2013
Number of Park & Rides / % Usage	Yokes - 27%	2013
Daily Truck % at Select Locations (FGTS)	13.72% (T-2)	2011 (2013)
Average Collision Rate/Million VMT ²	1.11	2010-2012
Avg Travel Time Index EB AM/PM (Peak) ³	1.06/1.07 (1.06/1.07)	Apr-12
Avg Travel Time Index WB AM/PM (Peak)	1.14/1.15 (1.14/1.15)	Apr-12
Avg Planning Time Index EB AM/PM (Peak)	1.19/1.09 (1.19/1.09)	Apr-12
Avg Planning Time Index WB AM/PM (Peak)	1.2/1.08 (1.2/1.08)	Apr-12
Bike Network	100% shared roadway	2013
Percent Existing Sidewalk Availability	7.11%	2013
Corridor Length (centerline miles)	1.89	

¹AADT = Average Annual Daily Traffic (Bi-Directional)

²VMT = Vehicle Miles Traveled (3 year collisions /VMT)

³Peak Segment w/in Corridor: INRIX Travel Time Index (AM/PM) Tuesday-Thursday



5 Year Collision 2008-2012	
Fatal	0
Serious	3

Source: WSDOT, All Years. Includes all reported crashes along all Arterials/Freeways located within the 150 ft buffer on identified corridor.

Transportation Inventory	Methodology
AADT	Calculated by taking the AWDT/ADT provided by jurisdictions where AADT was not available and factoring for seasonal factors. WSDOT's <u>Short Count Factoring Guide - 2012</u> was used to determine the AADT for the corridor type Principal Arterial: GR-02 = 0.91 (June-August - CoS) or 0.94 (April or October - CoSV) depending on month short count was taken. This was multiplied by the short count (AWDT) for each segment of the corridor and then averaged by the number of segments within a particular corridor.
Type of Facility (ies)	FHWA - Federal Functional Classifications as maintained by WSDOT and SRTC's database
Peak Period Maximum Load Factor - Bus	Provided by STA
Average Transit Peak Headway (AM/PM)	Provided by STA
Number of Park & Rides and % Usage	Provided by STA
Average Daily Truck % at Select Locations	Taken from variety of sources listed below:
	Interstate/Hwy/SR - WSDOT 2011 Truck percentages data acquired from WSDOT website thru shape files at specific locations
	Urban Principle Arterials - Jurisdictional - CoSV provided for WSDOT FGTS 2 year 2013 Update in pdf format (visual placement)
Average Collision Rate/Million VMT	Formula: Average Collisions over 3 years * 1,000,000 divided by Length (miles) * AADT * 365 from WSDOT's Collision Data Summary Report
	Collisions were counted individually using GIS within a 150' buffer of a corridor thereby capturing those collisions coming into an intersection. Collisions in Instances where corridors overlap were counted for both corridors. The 150' buffer was determined by SRTC as a standard for determining high collision intersections and thereby applied to the entire corridor. Corridor mileage used for couplet type roadways was computed using the total mileage of both directions of the couplet**
Avg Travel Time Index NB AM/PM (Peak)***	Travel Time Index (TTI) represents actual travel time as a percentage of the ideal (free flow) travel time (Travel Time/Free-flow Travel Time), derived from INRIX Traffic Analytics Historic Probe Data Explorer Tool. TTI for each corridor was determined by using data from April 2012. AM TTI data was taken between the hours of 07:00-09:00 and PM TTI was between the hours of 16:00-18:00 PM. TTI Data not in parentheses represents the average of the whole corridor, while data in parentheses represents the highest TTI that occurs on any segment of that corridor. TTI is based on direction of travel.
Avg Travel Time Index SB AM/PM (Peak)	
Avg Planning Time Index NB AM/PM (Peak)***	Planning Time Index (PTI) represents the near-worst case travel time as a percentage of ideal (free flow) travel time (95% Travel Time/Free-flow Travel Time), derived from INRIX Traffic Analytics Historic Probe Data Explorer Tool. PTI for each corridor was determined by using data from April 2012. AM PTI data was taken between the hours of 07:00-09:00 and PM PTI was between the hours of 16:00-18:00 PM. PTI Data not in parentheses represents the average of the whole corridor, while data in parentheses represents the highest PTI that occurs on any segment of that corridor. PTI is based on direction of travel.
Avg Planning Time Index SB AM/PM (Peak)	
Bike Network	Indicates the percentage of roadway as to whether bicycles are permitted or prohibited on corridors or whether there is no indication on SRTC's Regional bike map
Percent Existing Sidewalk Availability	Spokane Regional Pedestrian Network (PNET) 2013. Initial 2007-2013 data inputted by WSU/EWU GIS & Stimulation Lab through onsite verification, orthophotography and jurisdictional updates along with FFC road centerlane mileage * 2 to determine sidewalk potential on both sides within PTBA
Corridor Length (centerline miles)	GIS summary file from Spokane County road layer and based on increasing mileposts where the corridor contained couplets**

Demographics		Methodology	
Gross Population Density (Sq Mile)	Population Density: The total population from the 2010 Census within the corridor buffer, using Census Blocks and area in square miles of corridor buffer		
Gross Employment Density (Sq Mile)	Employment Density: Same as above, but using 2010 employment points (SRTC LU) within buffer		
Est. Pct of Population Below Poverty Level	Est % Below Poverty Level: Used Census Tracts to apply % of population below poverty level to census blocks pop. These values over total block based population. ACS estimates at tract level were used		
Est. Pct of HU w/ No Veh Avail	Same method used as above but housing units at block level used. ACS		
Pct of Pop that is Minority	Used 2010 Census and block level minority data with total buffer population		
Pct of Pop Age 65+	Same method used as above but age data		
Major Activity Center	Judgment made based on vicinity of activity center to specific corridor		
Trends		Methodology	
Gross Population Change (2000 - 2010)	Gross Pop Change: Same as other pop - '00 and '10 Census at the block level		
Gross Employment Change (2000 - 2010)	2010 Employment using SRTC LU. 2000 using crude employment data provided by 2000 Census Bureau estimates at block level. 2000 data known to be less than ideal at small geography		
AADT Change (2000 - 2010 or 2004 - 2011)	Taken from variety of sources.		
		Interstate/Hwy/SR - WSDOT 2004 - 2011 - availability of data from WSDOT website with exception of SR 291/Francis Ave and US 2/ US 395/ Division Urban Principle Arterials - Jurisdictional - CoS and CoSV provided flow maps back to 2000 and 2003 respectively	
Average Peak Travel Speed (Percent Change)	Derived from INRIX Traffic Analytics Historic Probe Data. Average Speed was determined to each corridor from April 2009 and April 2012. AM Peak Travel Period was the same as the TTI (7:00-9:00 AM, 16:00 - 18:00 PM). The formula used for AM & PM was: (2012 Peak Period Travel Time - 2009 Peak Period Travel Time)/2009 Peak Period Travel Time		
Transit Usage Change	TBD		
NOTE: For all above demographic analysis using Census Geographies (blocks, tracts). Census geographies used were split by CMP corridor buffers. Efforts made to estimate the percent of data (population, HU w/ no veh, The above process provides more refined and local detail (data for CMP corridor buffers), at the cost of some accuracy. Compiling this with ACS estimates in some cases leads to higher possibility of error and needs to be noted. Especially in these cases, estimates made for CMP corridors are meant to be used as planning tools only; percentages shouldn't be cited as facts or figures, but are useful in comparing to other corridors and county averages in suggesting localized differences.			
**Source data for using mileage calculations for Crash Rates came from Massasschetts DOT Crash Rate Workbook and calculating Corridor Mileage came from Oregon DOT 2012 Crash Rate Book.			
***TTI & PTI - Initially Travel Time Indexes were determined by looking at the average value of all TMC codes within an intersection segment. INRIX data TMC codes are set up by choosing a particular intersection where the links run either east/west or north/south of that intersection to the next major intersection in both directions. After further review it was determined that there could be more than one value for all TMC codes available in each intersection segment. In December 2013, it was decided to review all TMC codes individually which shows how congestion may or may not affect an intersection. This method allows one to visually see when mapped where the congestion occurs, whereas before one would not be able to see small pockets of congestion that do not show if smaller TMC segments are combined and averaged with larger ones. An example of this is on the Freya Greene Tier 1 corridor, where both Freya and Thor show more congestion on the TMC link that runs between 3rd Ave and 2nd Ave respectively across Interstate 90.			