



Stakeholder Engagement Strategy

The Wenatchee Valley Transportation Council (WVTC) has embarked on an ambitious planning process; produce a Transportation Master Plan (Plan) for the SR 285 North Wenatchee Avenue Corridor. The result will be a blueprint for accommodating all modes of transportation along and across the Corridor. In defining transportation solutions for the Corridor, the Plan will incorporate, and may influence, existing community development and land use planning objectives.

The Stakeholder Engagement Strategy (Strategy) is a significant component of the overall project. The Strategy is built upon 4 primary components intended to reach a broad cross section of interested community members. In addition to the **Wenatchee Valley Transportation Council (WVTC) Executive Council** and a **Steering Committee** of community development and engineering experts, the two components of the strategy that are most directly targeted toward public outreach include the implementation of a **Corridor Advisory Team (CAT)** and the use of a **Broad Public Outreach** process and dissemination of information.

The **WVTC Executive Council** consists of local elected officials from the following entities: Wenatchee, East Wenatchee, Rock Island, Chelan County, Douglas County, Port of Chelan County, Port of Douglas County, Link Transit and WSDOT. WVTC is the federally-designated Metropolitan Planning Organization for the area with responsibility for coordinated regional transportation planning. The Executive Council will be responsible for adopting the final Transportation Master Plan upon completion. Community development and engineering staff from Wenatchee, Chelan County, Link Transit and other public entities comprise the **Steering Committee**. As a technical resource, the Steering Committee will meet following CAT meetings and open houses to evaluate the community input and guide the overall project.

The **Corridor Advisory Team (CAT)** is made up of business and property owners and various private industry representatives who have some connection to the corridor. Whether as a “corridor neighbor” living, working and/or conducting a business within the study area, or as an individual who travels through and/or within the corridor on a regular basis, the CAT members are important ambassadors relaying information between the WVTC and community members. While the CAT is not a decision making committee, the group’s ideas and preferences will directly shape the final recommendations presented to the WVTC Executive Council.

In addition to regularly scheduled meetings, the CAT, Steering Committee, project team and other interested parties will make walking tours along the Corridor to discuss specific types and locations of issues, and possibly to brainstorm a range of potential solutions. These tours, which are preliminarily planned for the day before the second set of CAT and Steering Committee meetings, will focus on various segments of the corridor, such as north of the Wenatchee River, Wenatchee River to McKittrick Street, and McKittrick Street to 9th Street.



The **Broad Public Outreach** process includes two primary strategies – Public Open House Events and Information Transfer. The Public Open House events and internet-based information transfer components of the Strategy will be geared toward, and scheduled, to provide public input on not only the issues that should be addressed (early in the process), but also on the development and screening of alternatives that will address those issues.

These public open house events will be supplemented with a project web page that will be used to post all of the public meeting materials, and to provide an opportunity for people to submit electronic written comment on issues, alternatives and recommendations. The web page will include materials from the CAT and Steering Committees, open houses, and the project schedule. A link for emailing comments to the project team also will be provided.

The intent of the Stakeholder Engagement Strategy is to gather and distribute as much information and public input as possible. Through the CAT, as well as the Public Open House events, it is anticipated that a variety of facts, opinions and suggestions will be used to inform the overall Plan. Discussion during CAT and other meetings may get lively at times, and basic ground rules will be used to facilitate open discussion.

Basic Ground Rules for CAT and Steering Committee:

- Respect each other and each other's opinions
- Bring and share ideas, and be open to new ideas
- Refrain from side discussions
- Stay focused on the meeting purpose and agenda
- Recognize the facilitator's role
- Turn off cell phone ringtones
- Start and Stop the meeting on time

The Stakeholder Engagement Strategy is focused on obtaining input from a broad set of interested parties. It will be instrumental in defining and implementing strategies to improve the operation, safety, and function of this critical multimodal transportation corridor for the greater Wenatchee region.



Steering Committee Agenda - Meeting #1

**April 30, 2009
1:00 pm – 3:00 pm**

**City of Wenatchee Public Services Building
1350 McKittrick Street**

<i>Topic</i>	<i>Time</i>
Introduction • Welcome • Project Objectives • Role of Steering Committee and Corridor Advisory Team (CAT) • Who's Here • Meeting Process	<i>1:00 pm</i>
Project Schedule and Study Process • Project Schedule and Key Milestones • Stakeholder Engagement Plan • Future Meetings / Topics	<i>1:25 pm</i>
Corridor Issues • What We Heard from the CAT • Input / Reaction from Steering Committee	<i>1:40 pm</i>
Evaluation Criteria – Defining Success • Purpose • Types of Criteria • What We Heard from the CAT • Input / Direction from Steering Committee	<i>2:20 pm</i>
Next Steps / Questions	<i>2:50 pm</i>
Adjourn	<i>3:00 pm</i>



Steering Committee Meeting #1 Summary April 30, 2009

Attendees:

SC Members: Allison Williams, Steve King, Brian Frampton, Lilith Yanagamachi, Dave Honsinger, Jennene Ring, Jean Speidel, Mark Yaple
Staff Team: Nick Manzano (WVTC), Larry Toedtli (Transpo), Randy Asplund (RH2), Lisa Parks (ACG)

Meeting Materials: Agenda, Stakeholder Engagement Strategy, Study Area aerial, Project Schedule, Stakeholder Engagement Program Meeting Schedule, Corridor Issues Discussion, Evaluation Criteria, Comment Form

Introduction:

The first meeting of the Steering Committee (SC) began with each participant introducing themselves and their affiliation and/or interest in the SR 285 North Wenatchee Avenue Transportation Master Plan (Master Plan) process. Staff team members then introduced themselves and described the overall Project objectives and processes, including the role of the Steering Committee as well as the Corridor Advisory Team (CAT). It was also important for the Steering Committee members to hear a report from the staff team regarding the discussion and issues that had been reviewed in the morning's meeting with the CAT. This portion of the SC meeting concluded with general questions and answers related to the following topics:

- On-going communication of the status of the project with elected officials and Planning Commissions;
- The logistics of government approval processes for the Master Transportation Plan;
- Relationship to the Metropolitan Transportation Plan
- Coordination issues related to existing, on-going projects of the different entities (County, City and WSDOT);
- Land use implications and how they will be dealt with; and
- Development of alternatives (short and long-term), as well as funding strategies and economic impacts and benefits of them.

Project Schedule and Study Process:

Staff team members next took an opportunity to more thoroughly describe the Project Schedule and the Stakeholder Engagement Strategy that has been developed to move the Project forward over the next several months. The logistics of future meetings was discussed and each member was encouraged to send an alternate to the meetings that they might be unable to attend, ensuring continued participation and input.

Corridor Issues:



The majority of time at this first meeting was spent not only gathering comments and input from SC members, but also to review with the SC what the CAT members had identified as issues for the different Corridor Segments. Staff team members began the discussion by describing how the Corridor had been separated into 3 segments:

North Segment – From the Wenatchee River Bridge, north, to the upper limits of the Study Area

Central Segment – From the Wenatchee River Bridge, south, to the intersection of McKittrick

South Segment – From McKittrick, south to the lower limits of the Study Area at Ninth Street

As with the CAT's ideas, the SC comments on these different segments were recorded on flip charts, which have been transcribed to electronic versions (attached), and which are summarized below.

North Segment:

The SC generally agreed with the CAT comments that were described to them:

- This is a key part of the corridor connecting Wenatchee to other communities.
- The School Street intersection, particularly with the merging movement of westbound traffic coming from the Easy Street intersection, has safety issues as well as some congestion.
- The speed limit transition (35 to 45 mph northbound and 45 to 35 mph southbound) in this segment was identified as a safety concern.
- This area is viewed as a center of employment and commercial and industrial activity that needs to have solid connections within and through it.
- The Easy Street intersection was identified as a congestion point, as well as having safety issues, particularly related to sight distance and merge/weave movements.
- Overall, this segment was described as needing more well-established and efficient bicycle and pedestrian routes, particularly across the area, resulting in better access to the parks on the riverfront and regional trails.
- Bicycle access to/from Sunnyslope area was discussed.
- Through traffic on Penny Road was seen as an issue by some and a possible benefit to some commercial uses in the area.

Central Segment:

It was agreed that the Central Segment is the most congested portion of the Study Area.

Additional comments included the following:

- The number of curb cuts along the Corridor are problematic and consolidation was identified as being needed.
- The Maiden Lane intersection had numerous issues primarily related to safety and congestion, including access to businesses immediately surrounding the area (Starbuck's, Wendy's, Wal-Mart, Home Depot, etc), congestion at the traffic signal, the visibility and direction of traffic flow, pedestrian movements and access, and pedestrian safety and access.
- There was discussion as to the level of review of the Wenatchee River Bridge and potential alternatives. It was identified that the east part of the Bridge is on the Historic Register and so has additional review that must be conducted when considering alternatives.



- The Hawley Street intersection was identified as having a number of issues related to the width of Hawley Street (truck traffic turning movements) and the close proximity of the Burlington Northern Santa Fe rail line located to the east. Additionally, this intersection is viewed as becoming more and more congested due to development/re-development of the waterfront.
- Jaywalking is an issue due to the limited crossing points.
- The corridor is not friendly for pedestrian travel.
- Curb radii are not designed for the larger trucks that use the corridor.
- Pedestrian facilities do not meet current requirements of Americans with Disabilities Act.
- Bike detection at signals needs improved/better marked.
- There was discussion of possible by-pass routes in the segment, utilizing some parallel north/south streets (Rogers, Pine) to help alleviate the property access (curb cuts) and intersection congestion issues.
- A number of alternatives were discussed, including a U-turn with median barrier, different access points into major retailers (Home Depot, Wal Mart, etc.).
- All agreed that education was an important factor for implementing any alternatives.

South Segment:

The SC agreed with the CAT issues, and:

- The couplet interchange area (Maple Street/Wenatchee Avenue/Mission/Chelan) was described as having a number of issues related to congestion as well as confusion with regard to directions to and through the area, particularly heading north to south.
- The area in front of the Valley North Mall was identified as having access and turning movement concerns, given the number of access points on both sides of the roadway, and because of the uninterrupted traffic flow moving south from the Maple Street intersection through the free southbound right turn at Miller.
- Access to the Hawley Center off of Mission and Miller streets is difficult due to rough, narrow driveways.
- Internal circulation within the parking areas impact traffic flow and safety along the corridor and were explained as needing improvement.
- Need for better local circulation to keep local area traffic off of the highway is desired.
- The Maple Street intersection was depicted as congested, especially moving from south to north. Left turns from the east and west approaches add to the delays.
- Pedestrian and bicycle access across the corridor in this area was identified as a high priority, given the east/west movement from residential areas and parking facilities to the parks and tourist/recreational uses (existing and planned) along the waterfront. Grade separation of pedestrian crossing of railroad tracks is desirable.
- Pedestrian travel within the corridor often required out of way travel due to traffic operations.
- Pavement markings were out each year and make it more difficult to drive the corridor.
- The location of signing to direct drivers to the proper lane to the couplet and downtown Wenatchee does not provide adequate time / distance to change lanes.



Evaluation Criteria – Defining Success:

The remainder of the first SC meeting involved a discussion of what the members viewed as important evaluation criteria – in other words, how should we measure success at the end of the Transportation Master Plan process? In addition to the overarching issue of educating people about the possible solutions and what those might entail, the following criteria were identified by the SC:

- Level of Service standards should be re-evaluated; intersection delays per Highway Capacity Manual, may not be best way to measure.
- The Project needs to look at multiple criteria for measuring success. The trade-offs need to be understood.
- Accommodating bicycles and pedestrians, both within and across the corridor, was identified as an important criterion.
- Mobility of freight, vehicles and people should be considered for measuring success.
- Local access connectivity is an important criterion.

Next Steps:

The meeting concluded with a review of the Project schedule, with a focus on the upcoming walking tours of the corridor segments and the next SC meeting which are scheduled for June 24th (walking tours) and June 25th (SC meeting). More information on these will be forthcoming.



Steering Committee Agenda Meeting #2

**June 25, 2009
 1:00 pm – 3:00 pm**

**City of Wenatchee Public Services Building
 1350 McKittrick Street**

<i>Topic</i>	<i>Time</i>
Introduction • Welcome • Recap of Last Meeting • Summary of Walking Tour • Review Agenda	<i>1:00 pm</i>
Existing Conditions – Important Findings • Land Use • Roadway Conditions • Non-motorized System • Transit Service and Facilities	<i>1:20 pm</i>
Short and Long-range Alternative Strategies • Range of Strategies • North Segment Options • Central Segment Options • South Segment Options	<i>2:00 pm</i>
Next Steps / Questions / Schedule	<i>2:50 pm</i>
Adjourn	<i>3:00 pm</i>



Steering Committee Meeting #2 Summary June 25, 2009

Attendees:

SC Members: Brian Frampton, Jean Speidel, Tom Robbins, Lilith Yanagimachi, Gary Owen, Jennene Ring, Allison Williams, Richard DeRock, Bruce Phillips, Nick Covey

Staff Team: Jeff Wilkens, Nick Manzarro (WVTC), Larry Toedtli (Transpo), Randy Asplund (RH2), Lisa Parks (ACG)

Meeting Materials: Agenda, Exhibits 1 through 9 (Existing Conditions) and Exhibits 10 through 13 (Potential Improvements)

Introduction:

The Steering Committee (SC) meeting began with those who had attended one of the walking tours the previous day describing their observations and impressions of the tours. They noted that the walking tours were very informative, providing an opportunity to see new things and to better explain corridor issues that aren't necessarily shown on the data that is collected.

It was also discussed among the SC members that there were significant policy issues that needed to be reviewed and direction given before too much effort was spent on further refinement of short- and long-term solutions. Some of these policy level decisions include answering some of the following questions:

- Do we continue to try to accommodate trucks in/through the corridor, or is the nature of freight movement going to change, based on a potential shift away from agriculturally based industrial to more a more tourist, recreational, residential mixed use land use pattern?
- Do we just meet the minimum standards for pedestrian facilities, or do we enhance them?
- Are we seeking to improve the corridor by implementing a number of smaller projects or focusing on implementing fixes through fewer but much larger projects? How much effort should be put into short-term solutions, or should there be more emphasis on long-term conditions and solutions?
- How are short-, mid- and long-term solutions defined? Are the short- and mid-term solutions those that occur within the existing foot print of the corridor, with long-term being a bigger picture approach?
- Should we improve transit travel speeds while not promoting general capacity for automobiles?
- Does the community want to only deal with the increasing demand, or do we manage the congestion and change people's behavior patterns? If we keep accommodating demand, without addressing how people use the corridor, will we be back to where we are today at some point in the future?



- What is the impact of land uses in the corridor and how do they play into the solutions? Is performance-based zoning appropriate (e.g. based on trip generation)?
- What are the priorities for the limited amount of right-of-way – what is the best use of what is available?

Existing Conditions – Important Findings:

The majority of the meeting was spent reviewing the technical data that has been collected and analyzed by the consultant team over the past few months that helps describe the existing conditions within the corridor from a multidisciplinary perspective. Existing land uses, as well as current comprehensive plan and zoning regulations were reviewed with the group, along with information generated from the travel demand model that is maintained by WVTC showing projected housing unit and employment growth, based on adopted land use plans. Numerous graphics were also used to help demonstrate the existing roadway and traffic conditions such as the location of traffic signals, turn lanes, and crosswalks; PM peak hour traffic volumes, traffic distribution patterns, and average morning and afternoon travel speeds through the corridor. Traffic and non-motorized safety issues and the number and type of collisions during the 2003-2007 time period were also presented. The consultant team also displayed the non-motorized and transit facilities, as well as identifying many of the issues for both modes of travel within the corridor. There was general agreement that the data and summaries captured and were consistent with the issues that had been discussed at the prior meeting.

Short- and Long-Range Alternative Strategies:

The group also provided some initial feedback on the solutions that were presented and reviewed. Many believed the median/u-turn solution had potential, provided pedestrians and landscaping/amenities were included. However, there was concern expressed that the existing right-of-way footprint might not be large enough to accommodate this type of project. It was also agreed that the signage in the Olds Station area needed to be addressed, particularly where it can provide better clarity about the correct path to take to stay on Highway 2. There was also some speculation that the existing non-motorized facility plan would need to be updated and revised, once the TMP is complete.

Next, the SC members talked about the importance of decisions to the policy questions above, and discussed the different objectives of the study, from their perspectives. There was general consensus that the following objectives are important outcomes for this study:

- Accurate, complete evaluative criteria are needed to ensure the solutions are well-guided.
- Validate and/or re-direct some of the projects/solutions that are presented in the existing Metropolitan Transportation Plan (Confluence 2025) for the overall area, as they relate to the corridor.
- Based on the City's revised comprehensive plan that recognizes a limited land base and the need to better use it, solutions should be balanced and spread out through the entire area, looking at improved side streets and other creative solutions.



- The existing safety-related issues need to be addressed now, particularly for pedestrians, regardless of long-term issues and solutions.
- The objective of the plan is to both get people into the area and to get them through the area, particularly to downtown.

To wrap up the meeting, the SC members again attempted to help frame the development of the evaluation criteria by describing how they would define success for this planning effort. Below is a summary of the success measures that were mentioned.

- Speed up travel times through the corridor for transit.
- Better define the long-term vision, and implement it by using short-term projects.
- Develop the corridor into an urban, city street, as opposed to a highway corridor.
- Slow down traffic and add facilities for pedestrians.
- Look at the big picture, think outside of the box, and have a clearly defined vision of where the community is going with regard to the corridor.
- Connections between the City and the County through the corridor are important.
- Develop reliable travel times and increase safety of those using the corridor.
- Need to have a highly functioning, multi-use urban corridor because the area is an urban hub with large regional land uses that are located throughout the area, needing to be served.
- Need to view the corridor in a Regional context.
- Cost of improvements need to be considered due to limited funding.

Next Steps:

After reviewing the general timeline for moving forward with this project, the Committee Members were thanked for their time and thoughts related to this project. Lastly, the Committee was again encouraged to call or e-mail if they have questions or comments they would like to have considered, and the web address for the Project website was given to provide additional avenues for input. The next SC meeting will be at 1:00 pm on September 24. This will follow an Open House meeting on September 23.



Steering Committee Agenda Meeting #3

**September 24, 2009
1:00 pm – 3:00 pm**

**City of Wenatchee Public Services Building
1350 McKittrick Street**

<i>Topic</i>	<i>Time</i>
Introduction • Welcome • Recap of Last Meeting • Review Agenda	<i>1:00 pm</i>
Summary of Open House • Summary of Comments • Input from Committee	<i>1:05 pm</i>
Preliminary Screening Process • Overview • Evaluation Criteria • Initial Team Ratings • Market Assessment Progress Report	<i>1:15 pm</i>
Packaging of Alternative Strategies - Examples • Strategies by Level of Investment • Low to Moderate Level of Investment • Mid to High Level of Investment • Very High Level of Investment	<i>2:00 pm</i>
Long-Term Regional Improvements -- How Will They Address Corridor Traffic Needs	<i>2:30 pm</i>
Next Steps / Questions / Schedule	<i>2:50 pm</i>
Adjourn	<i>3:00 pm</i>



Steering Committee Meeting #3 Summary September 24, 2009

Attendees:

SC Members: Brian Frampton, Jean Speidel, Lilith Yanagimachi, Steve King, Jennene Ring, Allison Williams, Bruce Phillips
Staff Team: Jeff Wilkens, Nick Manzano (WVTC), Larry Toedtli (Transpo), Randy Asplund (RH2), Lisa Parks (ACG)

Meeting Materials: Agenda, Exhibits 1 through 9 related to Screening Criteria and Evaluation of Initial Improvement Alternatives, Exhibit 10 related to Key Findings of the Regional TDM modeling of Major Regional Investments, Berk & Associates Memo on Market Assessment

Introduction:

The third meeting of the Steering Committee (SC) began with a summary of what the consultant team and staff have been working on since the last meeting in June. In addition to preparations for the Open House that occurred the previous evening, WVTC staff and the consultant team have spent the summer refining the criteria and process to be used for evaluating and screening alternatives. A portion of this technical effort has also been to attempt to categorize the 100+ short- and long-term alternative improvement strategies that have been identified through the Corridor Advisory Team (CAT) and SC meetings, and through the walking tours and meetings with the Executive Board of the WVTC. The results of these efforts were the primary focus of this meeting's agenda, as described below.

Summary of Open House:

Larry Toedtli led a general discussion regarding the Open House that had been held the previous evening, on September 23rd. Generally, it was observed that the attendance was steady throughout the event, although (as always) a larger turn-out would have been desired. It was suggested that perhaps a more visible location should be considered for the next Open House. In essence, it was stated that the issues identified at the Open House by the general public are consistent with what has been heard already. SC members observed that the people they talked to at the Open House seemed to be very thoughtful about their comments, and were following the progress of the project. It was also suggested that the next Open House incorporate an actual presentation to help participants understand the complexities of the project. (A separate summary of the Open House Meeting, including a summary of the comments provided by participants, will also be available.)

Jeff Wilkens noted that WVTC staff and the consultant team are looking into other, less traditional methods of getting the word out to the public about this project, including looking into developing a Facebook page and better web site development and use.



Preliminary Screening Process:

One major component of the meeting was to review the efforts at refining and defining the evaluation criteria that will be used to assist with identifying priorities for improvement alternatives as the Transportation Master Plan progresses. Considerable discussions with WVTC staff and the consultant team resulted in a proposal to use five criteria, each consisting of an “A” through “E” rating system that can be used to assess how well potential improvement projects and/or strategies could achieve the desired outcome for each criterion (Exhibit 1).

The 5 evaluation criteria include:

Safety: Objective is to reduce the number of collisions within the corridor.

Highway Mobility: Objective is to move people (cars, trucks and buses) and freight through the corridor, particularly where there are starting and ending points outside of the corridor, itself.

Urban Accessibility: Objective is to preserve and enhance access for vehicle drivers, bicyclists and pedestrians to businesses, residences, parks and other destinations within the corridor.

Economic Impacts and Benefits: Objective is to understand (qualitatively) the economic and community development implications of potential improvement projects and strategies, both within the corridor and throughout the entire region.

Cost: Objective is to understand relative costs of different improvement projects and strategies, with lower cost and/or phased-construction projects being rated higher.

Members of the SC provided feedback on these criteria, and particularly on the rating system of “A” through “E”:

- There should be actual values for the “A” and “E” ratings related to Mobility and Economic Impacts and Benefits to ensure easy-to-identify parameters for each criterion. Staff and the consultant team will look into this as the screening/evaluation process moves forward.
- Clarify that freight is addressed along with the other modes of transportation in the Highway Mobility, Urban Accessibility and the Economic Impacts and Benefits criteria.
- Identify if we’re comparing “baseline” (2008) conditions to future (2028) conditions, or if we’re evaluating different improvement projects and/or strategies against each other (it was noted that both of these will generally occur...the proposed alternatives are compared against the future Baseline scenario and existing conditions, and also will be compared against each other).
- The Safety criterion needs to be clearly understood, particularly:
 - o Additional scrutiny will be required for any project that scores a “D” or “E” in the evaluation process. If the added safety impact cannot be mitigated then these projects should be dropped from further consideration.



- o In cases where a potential improvement may rate as “D” or “E”, other elements/projects within the overall system of improvements may be needed to improve or mitigate the safety impact in question.
- o While safety needs to be a very important component, it shouldn’t overshadow the other criteria, particularly if the safety rating for a given improvement concept or scenario can be improved through mitigation.

The results of a preliminary screening performed by WVTC and the consultant were presented. Approximately 10 projects were identified as not being recommended for further review. The rationale for dropping each project was discussed with the SC, and were generally related to limited benefits relative to significant costs, or that other identified projects would better address the identified issues served by the project (Exhibits 2 and 6).

Below are some of the comments from SC members with regard to the projects on Exhibit 6 that have been proposed as not needing further study:

- N-9: Clarify that the mid-block pedestrian crossings referenced applies to “at-grade” crossings, not necessarily elevated facilities.
- M-3: Clarify that the version of a by-pass route NOT being considered is an exclusive truck route, but that this concept will most likely be combined with something else, as the original idea for this improvement was not intended to be exclusively for trucks – this project should be left in the alternatives screening process to serve general traffic and other modes.
- T-13: This project widens the roadway, but only serves transit and has a significant impact on economic development in the corridor.
- C-10: Be sure not to lose the east/west pedestrian (and vehicular) circulation options between 9th and Miller Streets – leave these projects in.
- O-11.5: Don’t lose the opportunity to require access management as the corridor develops.

This portion of the meeting also included a brief overview of the efforts to-date of Berk and Associates in conducting a market assessment that will be used to inform the planning process. Berk and Associates provided a memo describing their efforts to assess both supply issues throughout the region (primarily land use) as well as demand for multi-family housing, commercial uses (including retail and office) and industrial uses. The market assessment is anticipated to be complete by this fall to assist in evaluating the long-term improvement strategies for the corridor. It was suggested that there would be benefit in asking a small group of commercial/industrial real estate professionals in the area to evaluate and comment on the market analysis, once it is drafted.

SC members discussed some of the assumptions and existing conditions identified within the Berk memo. It was pointed out that assumptions about future land use supply for the study corridor should be based on the City’s 2007 zoning changes and the recently completed Sunnyslope Planning Project, not on historical trends. While the Sunnyslope subarea is still within County jurisdiction, it was pointed out that the land use classifications and zoning districts that exist out there now are City of Wenatchee classifications and districts, and that the City has more accurate information than the County for understanding the intent and purpose of those new items. Brian Frampton with the City of Wenatchee should be the contact point regarding



land use and zoning information from this point forward. Larry will have Morgan at Berk follow up with Brian.

Packaging of Alternative Strategies - Examples:

The next part of the meeting was spent reviewing concepts for packaging alternative improvement projects and strategies in an attempt to combine the many short- and long-term improvements into systems that may work together to address issues within the corridor. The process of packaging the improvement projects and strategies will help summarize the advantages and impacts of various improvements (Exhibits 3 through 5).

Referencing Exhibits 7 through 9, these examples for packaging alternatives were discussed with the SC. It was explained that this particular packaging methodology attempted to categorize improvement projects and strategies based on levels of investment, including “*Low to Moderate*”, “*Medium to High*” and “*Very High*”, with each package building on and inclusive of the others. Staff pointed out that this current packaging was irrespective of the “mode” of travel: in other words, the projects were NOT separated or categorized based on whether they were transit, roadway or pedestrian improvements. It was also noted that this methodology is a comprehensive, corridor-based approach, and looked to combine similar types of concepts throughout the study area. The basic premise is to answer the question, “What improvements result if the region invests at different levels (moderate, intermediate or aggressive), and does a higher level of investment result in significantly more benefits?” The general consensus of the group was that this type of categorization makes sense for moving forward with evaluating improvements.

SC members provided comments and suggestions with regard to the packaging of alternatives:

- At some point during the study, the term “Major Project” should be defined using cost ranges to establish book ends. This will help people understand what is meant by this term (staff pointed out that cost estimates will come at a later point in the process when the potential improvement projects are better defined).
- Be careful how “Major Project” is identified so that projects in this category are not automatically taken off the table as infeasible.
- The best projects should be identified and described as a system that fits together.
- For the “*Very High*” category, use existing, regional projects identified in the Confluence 2025 Plan as a measure.
- For determining where to allocate modeling resources for this project, focus efforts on the upper end of the “*Medium to High*” and the lower end of the “*Very High*” categories, and rely on the individual jurisdictions’ 6-Year Transportation Improvement Programs (TIP) to address the “*Low to Moderate*” category projects.
- There should be some modeling analysis of adding lanes to the actual corridor, recognizing that, because of right-of-way issues and the narrowness of the corridor, this type of project will probably end up in the “*Very High*” category of projects.
- Bike route improvements may require reconstructing roadways and not just adding sidewalks. This would result in a higher cost.



Long-Term Regional Improvements:

This third meeting of the SC concluded with a review of the key findings of a preliminary modeling effort that looked at what impacts a bridge over either the Columbia River (2 alternative locations) or the Wenatchee River (1 location) would have on the corridor (Exhibit 10). These potential long-range projects are identified in the Confluence 2025 Plan. The three alternate versions that were evaluated are described as follows:

Columbia River Bridge Couplet: Construct a new, 3-lane bridge approximately one half-mile north of the existing Sellar Bridge that serves only westbound SR 285 traffic. The existing Sellar Bridge would be converted to a 3-lane bridge serving only eastbound SR 285 traffic.

New “Local” Columbia River Bridge: Construct a new, 4-lane bridge (two lanes each direction) between Wenatchee (east end of 9th Street) and East Wenatchee (west end of 19th Street).

New Wenatchee River Bridge & Western Avenue Extension: Construct a new, 2-lane bridge over the Wenatchee River, from the north end of the Western Avenue corridor to a new interchange with US 2 in the vicinity of Sunnyslope.

Generally, this modeling effort indicated that, while these connections provide a much greater degree of connectivity within the region that is otherwise limited due to geography, traffic will continue to increase within the corridor due to the high land use intensity within the immediate area and because North Wenatchee Avenue still provides a direct connection to other regional routes through the area. In other words, there is still a significant need for solutions within the corridor that can't/won't be addressed solely through these large, regional projects.

Furthermore, it was pointed out to the group that, when added capacity is provided, it will generally attract latent demand for that additional capacity that may not be anticipated.

SC members indicated that a six-lane widening of North Wenatchee Avenue needs to be included as one of the Broad Regional alternatives. This will provide insights to the benefit of increasing capacity within the corridor in lieu of a new bridge. The SC also noted that the WSDOT's current plans for an interchange at US 2/Crestview to serve the Lower Sunnyslope area should be modeled. The new interchange would be in conjunction with grade-separation of US 2/Easy Street and should be evaluated both with and without the extension of Western Avenue.

Wrap Up & Next Steps:

The Committee Members were thanked for their continued time and thoughts related to this project, and they were encouraged to call or e-mail if they have questions or additional comments they would like to have considered. The next SC meeting is scheduled for 1:00 PM on January 28, 2010. This will follow the second Open House scheduled for January 27, 2010.



Steering Committee Agenda Meeting #4

**February 10, 2010
1:00 pm – 3:00 pm**

**City of Wenatchee Public Services Building
1350 McKittrick Street**

<i>Topic</i>	<i>Time</i>
Introduction	<i>1:00 pm</i>
• Welcome • Recap of Last Meeting • Review Agenda	
Market Assessment Study	<i>1:10 pm</i>
Refining the Alternative Packages	<i>1:25 pm</i>
• Overview • Travel Demand Modeling • Engineering Feasibility	
Concept Packages	<i>1:45 pm</i>
• Overview of Strategies • North of Wenatchee River • South of Wenatchee River	
Upcoming Open House	<i>2:45 pm</i>
• February 25, 2010 • Pre-Meetings • Follow-up Meetings	
Next Steps / Questions / Schedule	<i>2:55 pm</i>
Adjourn	<i>3:00 pm</i>



Steering Committee Meeting #4 Summary February 10, 2010

Attendees:

SC Members: Jean Speidel, Gary Owen, Lilith Yanagimachi, Steve King, Jennene Ring, Bruce Phillips, Nick Covey, Lynn Bourton

Staff Team: Nick Manzano (WVTC), Larry Toedtli (Transpo), Randy Asplund (RH2), Lisa Parks (ACG)

Meeting Materials: Agenda; Market Assessment Report; Mapped Alternatives for Roadway/Intersections, Non-Motorized and Transit Modes (2 concepts for areas north of the Wenatchee River and 4 concepts for south of the Wenatchee River)

Introduction

Nick Manzano welcomed the Steering Committee members to the meeting, again thanking everyone for their time and effort in this process.

Market Assessment Study

The fourth meeting of the Steering Committee (SC) began with a summary of the Market Assessment Study. The Study recognized the Wenatchee Avenue corridor as having a distinctly different purpose than the downtown and water front. Potentially envisioned developing with a downtown atmosphere, the corridor's authentic role is to serve auto-oriented transportation needs and to provide the connectivity to and through the downtown and waterfront. Together the corridor, downtown, and waterfront create a synergy in meeting the economic growth needs of the city. Though the vision for the corridor is auto-oriented, it still needs to provide for transit and non-motorized transportation and provide for aesthetic enhancements. Bellevue Way and International Blvd near Sea-Tac are good examples of achieving an auto-oriented setting that accommodates pedestrians and other non-motorized modes of transportation while maintain aesthetics.

Refining the Alternative Packages

The consultant team and WVTC have worked to develop a manageable number of concept packages out of the nearly 100 proposed projects initially identified. In addition to the analysis that has occurred on these concepts, and on the impacts to the corridor of 3 Regional projects from the MTP, an analysis of adding six lanes to North Wenatchee Avenue was completed. The analysis showed that developing six lanes on North Wenatchee Avenue does result in accommodating an increase in traffic volumes, but it also creates additional issues; the grades at some intersections are worse, and there would be a loss of buildings and parking for a significant number of businesses and properties. Additionally, the analysis showed that regional projects, such as the third bridge will not resolve the issues within the corridor. After considerable reiterative analysis the staff developed two alternatives north of the Wenatchee River and four south of the river, pointing out that some components of the various concepts are



independent and interchangeable. Follow up discussion clarified that the prioritization criteria would be re-assessed after hearing feedback from the open house and the committees.

Concept Packages

This portion of the meeting included an overview of the alternative concept packages followed by discussion of each. Two concepts were presented for the North End and four concept packages for the South End. Each of the concept packages cover roadways/intersection improvements, non-motorized transportation, and transit strategies. Attached to this summary are two overviews describing the different concept packages (north and south) that were reviewed and discussed at the meeting.

North Roadway Concepts

Comments on North Roadway Concept 1 addressed varied components of the package, including:

- The additional signal lights would create a situation where there just might be too many signals and result in similar issues that currently exist south of the Wenatchee River;
- Impacts to the business community were noted;
- On the positive side it would provide highway commercial opportunities for the businesses adjacent to the highway;
- Conversely, the realignment of Ohme Garden Road may raise concerns of neighbors and business owners.

Several members proposed tying the Food Pavilion intersection with the off-ramp, and also adding a frontage road, then connecting with the on-ramp at Euclid Avenue. A suggestion was made to do a weave analysis during further review.

Regarding North Roadway Concept 2, there were questions and answers with respect to the specific configurations proposed. There was one concern expressed that the cul de sac at Ohme Garden Road will create additional issues for business owners.

North Non-motorized Concepts and Transit Strategies

It was noted that the North Non-motorized Concept 1 proposal required people heading to Monitor or Cashmere to divert a long way around to head west. The group was informed that the Chelan-Douglas Land Trust acquisition/easement agreements for the river trail were nearly complete. Staff will follow up this issue and report back to the group with more at the next meeting. North Non-motorized Concept 2 was described as being more direct, but the ability to put a trail under the Wenatchee River Bridge was questioned. It was suggested that the orange lines from both options be combined. Members noted that south/east end bike and pedestrian connections are currently in use as shown. An additional option that should be considered would be to remove the non-motorized traffic from Euclid due to the large amount of truck traffic. The Euclid/Penny Road intersection was reported as being considered dangerous.

The north end concepts for transit attempt to maintain existing conditions, given the proposed ramps. Transit service needs may increase as the Sunnyslope plan materializes. Members suggested that more consideration be given to providing express transit service to the bypass area and including the railroad bridge in the analysis. It was noted that the railroad bridge option was looked at and determined to be very difficult to tie it into any of the south of the river concepts.



General discussion regarding travel time deduced that no matter what improvements are made to the corridor, travel times will not improve due to the increase in volumes when capacities are increased.

South Roadway Concepts

Four concepts were discussed for the South Roadways. Queuing in between intersections appears to be a major hurdle as traffic backs up into intersections. This is particularly noted at the North Wenatchee Avenue intersections with Maiden Lane and Horse Lake Road and between Miller and Maple Streets. Maple Street provides a particular challenge due to the shopping mall traffic. With regard to the particular Concepts, as noted below, the following comments were noted:

- Concept 3- taking out the traffic signal at the Maple Street intersection and adding one at a new Wall Walla extension , doesn't appear to solve a problem. It reduces pedestrian mobility and concentrates traffic
- Concept 3- raised concerns that the proposed cul de sacs to eliminate the railroad crossing will limit access to businesses on Miller Street
- Concept 4- the by-pass option would have the most significant impact to business/property owners and will require purchase of rights of way.

South Non-motorized Concepts and Transit Strategies

The comments made on the South Non-motorized Concepts included:

- Concept 3 - still needs pedestrian and bike facilities at Hawley, even with the grade separation at the new Walla Walla Avenue extension intersection between McKittrick and Maple Streets. The Walla Walla Avenue intersection would be very large which works against non-motorized travel.
- Concept 4 - needs to show a connection of new pedestrian facilities with the park at the Town Toyota Center. How would an overhead pedestrian bypass serve transit?
- The Bike Board would like to have a north end connection to the bridge.
- There is interest in connecting pedestrian/bike facilities by Maiden Lane to have access between the existing trail and hotels in the corridor, although the railroad crossings are problematic.
- Side street facilities outside of the corridor don't need to be shown, focus on the access points across the corridor.
- Most of the non-motorized facilities are included in the road projects.
- Desirable to have non-motorized access in the north end to the trail, otherwise there would be the potential to force non-motorized and vehicle traffic further south.

Related to transit concepts in the South part of the study area it was noted that a railroad crossing at Ninth Street won't happen without grade separation. It was suggest that this be kept where it is, at Fifth Street. The use of transit queue bypass lanes also was discussed and how they could really work along most of this section of N Wenatchee Avenue.

The Committee also discussed the degree to which technological solutions had been analyzed within all of the proposed Concept Packages. Some of the tools that have been discussed include Intelligent Transportation Systems (ITS), bus preemption, better markings and signage. Some noted that it is



difficult to plan for technological fixes, but that it is important to note in this Corridor plan that, as improvements are implemented, technological fixes need to also occur. Lastly, it was noted that the travel speeds that have come out of the analyses that have occurred so far seem to indicate that the LOS in the corridor is pretty good, although the side street LOS is lower.

Upcoming Open House

It was noted that the upcoming open house was scheduled the same night as the city council meeting. There was discussion as to whether or not the maps could adequately display the vision; photos of actual improvement types would be helpful along with 3D viewing technology. The focus of discussion at the open house should be on the principles of each type of improvement and what it achieves.

Wrap up & Next Steps

The members wrapped up the meeting with general discussion about cost estimates and potential fatal flaws. Members of the committee inquired as to when they would be provided cost estimates, as they understood that the original intent was to price out recommended concepts then add a range of cost, phasing for individual components. It was surmised that bottom line costs could eliminate certain proposals. Staff stated that the cost element of the projects will not be included at this stage in the process, and that the Board would have a bigger part in that discussion. A concern was also expressed that people attending the open house will be curious about funding sources. Committee members wanted assurance that it be conveyed to the public that the concepts need work and that decisions have not been made and there are no preferences of the options. The Steering Committee discussed how the proposals interact with WSDOT plans; it was noted that there are impacts to nearby WSDOT facilities.

The next Steering Committee meeting is currently scheduled for late May and is planned to focus on the draft recommendations to take to the Executive Board.



Transportation System Concept Packages
North of the Wenatchee River

North Concept 1 Realign US 2		North Concept 2 Modify US 2/Easy Street Access
OVERVIEW	This concept would result in the US 2 highway corridor being the primary travel route. Travel to/from the City of Wenatchee would be via a new interchange of US 2 at Easy Street. N Wenatchee Avenue would connect into Easy Street north of the Wenatchee River. Circulation in the Olds Station area would be enhanced with new or upgraded collector roads and arterials.	North end concept 2 maintains the primary connections between US 2 and SR 285/N Wenatchee Avenue. To reduce existing and future safety issues, an Easy Street would cross over US 2, with new ramps to serve the Sunnyslope and Olds Station area. Access to/from the Sunnyslope area north of US 2 would be via the existing Penny Road interchange. Easy Street and other arterials and collectors in the Olds Station area would be upgraded, as would the US 2/Euclid Avenue interchange.
	A new multi-use trail would be developed just south of US 2, crossing under Easy Street. The new trail and other non-motorized facilities would connect Lower Sunnyslope Road with the existing trail at Euclid Avenue. Bicycle and pedestrian connections to the regional trail and the parks would also be developed.	A new multi-purpose trail would be developed on the north side of the Wenatchee River connecting to the Apple Loop Trail. A new trail, sidewalks, and bicycle routes would be developed to connect between Easy Street and Euclid Avenue on the south side of US 2. Pedestrian and bicycle connections also would be made between the Olds Station commercial area and the trail/parks via Isenhardt Avenue.
	Some limited changes to transit routing would be made to provide more coverage to future areas of development south of Penny Road.	Transit service would focus on the park and ride lot on Penny Road. Local transit service would be routed to serve developing areas south of Penny Road.



Transportation System Concept Packages South of the Wenatchee River

	South Concept 1 Historical Investment Levels	South Concept 2 Upgrade Existing Roadways with Managed Access	South Concept 3 Managed Access with Additional Circulation Routes	South Concept 4 Develop Through Traffic Bypass and New Circulation Roadways
OVERVIEW	Under this concept, the focus would be on basic improvements to the N Wenatchee Avenue corridor and adjacent streets. These would include improved signing and markings, targeted improvements to traffic operations and safety. Addition of sidewalks and non-motorized facilities would be added per existing programs. Expansion of transit service coverage would include connections between the corridor and the Waterfront and service on the improved collector and arterials west of N Wenatchee Avenue.	Under this concept, additional improvements would be defined to enhance the safety and operations of the existing North Wenatchee Avenue corridor. These modifications would include adding turn lanes at a limited number of intersections. It also would include managing access along the highway through addition of local access/circulation roadways, medians, consolidation of driveways, and U-turn routes. Existing arterials and collector roads in the corridor would be upgraded to further enhance local circulation, property access and non-motorized connectivity. Access for all modes between the corridor and the Waterfront would be focused at Hawley Street, which would include an undercrossing of the railroad tracks. Transit service would be enhanced with the development of a transit center in the vicinity of the North Wenatchee Valley Mall., as well as expanded service connections between the corridor and the Waterfront. Potential modifications for private development access and circulation would also be identified with property owners and incorporated, where possible.	This concept focuses on improving the ability of N Wenatchee Avenue to facilitate through traffic by developing alternative circulation roads to provide for access and circulation to businesses. Investments would include removing the signal at closing the west leg of the intersection at Horse Lake Road and increasing capacity at the intersection at Maiden Lane. Other intersections along N Wenatchee Avenue also would be modified. New arterial and collector roads would be developed by extending Walla Walla Avenue west to connect with extensions of Princeton and Pine Avenues.; the extension of Walla Walla Avenue would be signalized at N Wenatchee Avenue to replace the signal at Maple Street. Access management, including use of medians, U-turn routes, and turn restrictions would be incorporated in the corridor. Pedestrian and bicycle crossings of the highway corridor will be greatly enhanced. A new undercrossing of the railroad tracks would be made at the extension of Walla Walla Avenue between the corridor and Waterfront. A new multipurpose trail would be developed between the Wenatchee River and Walnut Street on the west side of N Wenatchee Avenue. A new transit center would be envisioned in the vicinity of Maple Street and N Wenatchee Avenue. Intercity transit service would be supported with queue by-pass lanes at major intersections, where possible. Local transit service would be extended to more areas west of N Wenatchee Avenue. Potential modifications for private development access and circulation would also be identified with property owners and incorporated, where possible.	This concept focuses on separating travel destined within the N Wenatchee Avenue corridor from travel through the corridor that has destinations in downtown Wenatchee, the hospital area, and other areas south of 9th Street. A bypass would be constructed adjacent to the existing railroad tracks east of the corridor. Additional capacity (1 lane in each direction) would be added across the Wenatchee River. Hawley Street would be grade separated with the bypass and railroad tracks. A new north-south collector road would be constructed between Walnut / Pine and Princeton/Springwater Avenue. Non-motorized improvements would include an overpass crossing of N Wenatchee Avenue and the railroad tracks between the North Valley Mall and the Waterfront. An undercrossing of the bypass road and railroad tracks at Hawley Street also would enhance non-motorized connectivity and safety. A transit center would be developed in the vicinity of Miller Street and N Wenatchee Avenue. Intercity transit would be improved through use of the bypass. Local transit service coverage would include connections between the corridor and waterfront. Potential modifications for private development access and circulation would also be identified with property owners and incorporated, where possible.



Steering Committee
Agenda Meeting #5

May 27, 2010
1:00 pm – 3:00 pm

City of Wenatchee Public Services Building
1350 McKittrick Street

<i>Topic</i>	<i>Time</i>
Introduction	<i>1:00 pm</i>
• Welcome • Recap of Last Meeting • Review Agenda	
Open House # 2 Recap	<i>1:10 pm</i>
Screening the Concept Packages	<i>1:20 pm</i>
• “Confluence Parkway” / Euclid Avenue Bypass • North End Interchange Refinements • Combinations of North and South of the River Concepts • Executive Board Workshop Proposals	
Short and Mid-Term Project Priorities	<i>2:00 pm</i>
Finalizing the Master Transportation Plan	<i>2:40 pm</i>
• Defining Recommendations • Types of Products • Review Process	
Next Steps / Questions / Schedule	<i>2:55 pm</i>
Adjourn	<i>3:00 pm</i>



**Steering Committee
Meeting #5 Summary
May 27, 2010**

Attendees:

Steering Comm. Members: Jean Speidel, Gary Owen, Bruce Phillips, Dave Honsinger, Lilith Yanagimachi, Mark Yapple, Steve King, Allison Williams

Staff Team: Jeff Wilkens, Nick Manzano, Patrick Walker, Kathy Bruno (WVTC); Larry Toedtli (Transpo); Randy Asplund (RH2 Engineering)

Meeting Materials: Agenda, Mapped Alternatives for three very different options; first option showing minimal improvements, second showing some modifications, and the third showing significant changes with a "Confluence Parkway" Bypass.

Introduction

Jeff Wilkens welcomed the attendees and thanked them for their time. Larry Toedtli began with a summary of what had transpired over the last several months, and explained how the team had arrived at the three options being presented.

Open House #2 Recap

Larry Toedtli discussed some of the public comments that were heard at the Open House in February. Most were in support of the bypass, and felt that just doing access management and other improvements to the north end would not solve the main problems.

Screening the Concept Packages

The team went through the three options and felt that option one with minimal upgrades would keep the Avenue status quo. Option two would do some significant upgrades, and addresses the safety issues. Option three with a bypass connecting to Euclid Avenue addresses all of the problems by putting the pass-through traffic on the bypass, and leaving the traffic wanting to do business in the area on north Wenatchee Avenue. This would add much more traffic capacity. The modified and bypass options show a full diamond interchange to the US 2/SR 285 highway, which would straighten out Hwy 2. The North Wenatchee Avenue bypass and the



interchange projects could be done separately, and the work on the Avenue could be done in phases. Steve King didn't like moving the grade separation from Holly Street to Walla Walla Avenue under the North Wenatchee Avenue option. Larry explained that moving it to Walla Walla Avenue gave better centralized connectivity, and would help with more development in the area. Moving the grade separation also gave better spacing between the signals. He also noted that an underpass could be included at both locations. It was then decided that adding a non-motorized walkway from Shopko to the Town Toyota Center and ball fields with a transit center in this area would be needed. If the WVTC Board decides that the bypass option is the best, then the grade separation at Walla Walla Avenue would not be necessary. Patrick indicated that we also need to consider how well each option supports and is consistent with existing plans. Gary Owen asked about the relative benefit of the bypass versus the improvements on North Wenatchee Avenue and if they justified the added costs. The discussion focused on the regional benefits of the Parkway and its added capacity to serve economic growth and regional connectivity. Steve discussed the costs for the full bypass in the context of recent improvements to the Seller Bridge.. Bruce commented on the regional transit needs and how the Parkway would help meet those needs and objectives.

Short and Mid-Term Project Priorities

Since the bypass scenario would be long-term, it was determined that some access management would still have to happen for the short-term. The first short term priorities would be to fix the Wendy's and Starbucks area and turn lanes at Maiden Lane, and the Maple Street intersection, if the bypass is selected. A new signal at McKittrick Street also is important from pedestrian crossings and helping spread traffic out from Hawley and Maple intersections with the Avenue. For the bypass, the Miller Street intersection could take first priority. The need for access management in front of the Valley North Mall also was identified as a short-term need, although much of the issue is within the developments. Pedestrian connectivity within the greater Valley Mall area also was discussed. . The next priority could possibly constructing a non-motorized overpass between Shopko and the park. Upgrading all of the signalized intersections would eventually have to be completed. There was consensus that the north interchange upgrade would definitely help the traffic flow.

Finalizing the Master Transportation Plan

After much discussion the attendees felt that the difference in price would be well worth doing the bypass, because it addresses all of the problems and is a long term value. The modification



version maxes out the trips per day to 52,000, where as the bypass allows 63,000 trips along the corridor. Later refinements will have to be made after a final option decision has been made by the WVTC Board. The bypass would definitely be a regional multi-jurisdictional project, and would give more access to funding grants. It was decided to add more graphics to the WVTC Board presentation to show the regional impacts (not only the traffic flow on Wenatchee Avenue, but also the effects to the East Wenatchee area) along with graphics showing travel time differences and miles per hour in the corridor.

Next Steps / Questions / Schedule

There was consensus that there should be a recommendation given to the Board that the bypass is the preferred alternative from the Steering Committee. The bypass would support economic growth on the corridor, supports the Sunnyslope plan, and helps the Olds Station area. The issues of cost, wetlands, perception of what it will look like, pedestrian and PUD issues still need to be addressed.

The WVTC Board Workshop will be June 10th, 8:30-11:30 a.m. at the Confluence Technology Center, where the board will be presented with all three options, and their decision will be made on which option will proceed.

Adjourn



Corridor Advisory Team Agenda Meeting #1

**April 30, 2009
9:00 am – 11:00 am**

**City of Wenatchee Public Services Building
1350 McKittrick Street**

<i>Topic</i>	<i>Time</i>
Introduction • Welcome • Project Objectives • Role of Corridor Advisory Team (CAT) • Who's Here • Meeting Process	<i>9:00 am</i>
Project Schedule and Study Process • Project Schedule and Key Milestones • Stakeholder Engagement Plan • Future CAT Meetings / Topics	<i>9:25 am</i>
Corridor Issues • What We've Heard • Input from CAT Members	<i>9:40 am</i>
Evaluation Criteria – Defining Success • Purpose • Types of Criteria • Input from CAT Members	<i>10:20 am</i>
Next Steps / Questions	<i>10:50 am</i>
Adjourn	<i>11:00 am</i>



Corridor Advisory Team Meeting #1 Summary April 30, 2009

Attendees:

CAT Members: Ace Bollinger, Dan Barr, Steve DeCamp, Craig Larsen
Staff Team: Nick Manzano (WVTC), Larry Toedtli (Transpo), Randy Asplund (RH2),
Lisa Parks (ACG)
Honored Guest: Mayor Dennis Johnson

Meeting Materials: Agenda, Stakeholder Engagement Strategy, Study Area aerial, Project Schedule, Stakeholder Engagement Program Meeting Schedule, Corridor Issues Discussion, Evaluation Criteria, Comment Form

Introduction:

The first meeting of the Corridor Advisory Team (CAT) began with each participant introducing themselves and their affiliation and/or interest in the SR 285 North Wenatchee Avenue Transportation Master Plan (Master Plan) process, and by describing their general expectations and ideas for the Corridor. The CAT members present represented corridor business and property owners (Dan & Steve), as well as bike enthusiast and prominent home builder (Ace) and Chamber of Commerce and Port of Chelan representative (Craig). Some of their initial expectations were that access to businesses along the corridor would be improved, specific intersection challenges would be addressed (Hawley Street, Maiden Lane), and that bicycle facilities would be improved in the area. Mayor Johnson also welcomed the committee members, thanking them for their time and input and stating that public involvement in this Master Plan process was vital to its successful outcomes. Staff team members concluded the introductions by describing the overall Project objectives and processes, including the role of the CAT as well as the Steering Committee.

Project Schedule and Study Process:

Staff team members next took an opportunity to more thoroughly describe the Project Schedule and the Stakeholder Engagement Strategy that has been developed to move the Project forward over the next several months. The logistics of future meetings was discussed with the CAT, who were encouraged to send an alternate to the meetings that they might be unable to attend, ensuring continued participation and input.

Corridor Issues:

The majority of time at this first meeting was spent gathering comments and input from CAT members about what they believe the issues are within the Corridor that need to be addressed. For discussion purposes, the Corridor was separated into 3 segments:

North Segment – From the Wenatchee River Bridge, north, to the upper limits of the Study Area
Central Segment – From the Wenatchee River Bridge, south, to the intersection of McKittrick



South Segment – From McKittrick, south to the lower limits of the Study Area at Ninth Street

The CAT's ideas on these different segments were recorded on flip charts, which have been transcribed to electronic versions (attached), and which are summarized below.

North Segment:

- This is a key part of the corridor connecting Wenatchee to other communities.
- The School Street intersection, particularly with the merging movement of westbound traffic coming from the Easy Street intersection, has safety issues as well as some congestion.
- The speed limit transition (35 to 45 mph northbound and 45 to 35 mph southbound) in this segment was identified as a safety concern.
- This area is viewed as a center of employment and commercial and industrial activity that needs to have solid connections within and through it.
- The Easy Street intersection was identified as a congestion point, as well as having safety issues, particularly related to sight distance.
- Overall, this segment was described as needing more well-established and efficient bicycle and pedestrian routes, particularly across the area, resulting in better access to the parks on the riverfront and regional trails.
- Through traffic on Penny Road was seen as an issue by some and a possible benefit to some commercial uses in the area.

Central Segment:

- This was identified as the most congested portion of the Study Area, particularly at Maiden Lane, resulting in people using parking lots and unanticipated turning patterns to get around congestion and traffic queues.
- Property access and egress is very difficult in this segment, especially for those who are trying to make left turns into or out of a business across on-coming traffic, resulting in safety and operations issues.
- The Maiden Lane intersection had numerous issues primarily related to safety and congestion, including access to businesses immediately surrounding the area (Starbuck's, Wendy's, Wal Mart, Home Depot, etc), congestion at the traffic signal, the visibility and direction of traffic flow, pedestrian movements and access, and pedestrian safety and access.
- The Hawley Street intersection was identified as having a number of issues related to the width of Hawley Street (truck traffic turning movements) and the close proximity of the Burlington Northern Santa Fe rail line located to the east. Additionally, this intersection is viewed as becoming more and more congested due to development/re-development of the waterfront.
- Lots of different traffic components – trucks, local business access, waterfront traffic, through traffic – result in lots of potential conflicts.
- Tight curb radii at some intersections impacts truck operations resulting in blocking of other lanes.



- The train crossing on Hawley Street results in backups, especially during peak truck traffic periods.
- Pedestrian and bicycle crossings of the corridor are few and far between limiting their use as a travel mode or resulting in safety issues.
- The high volume of traffic and current designs make pedestrian travel along the corridor difficult and unpleasant (no-one suggested that bikes should be accommodated along the corridor).

South Segment:

- The couplet interchange area (Maple Street/Wenatchee Avenue/Mission/Chelan) was described as having a number of issues related to congestion as well as confusion with regard to directions to and through the area, particularly heading north to south.
- The area in front of the Valley North Mall was identified as having access and turning movement concerns, given the number of access points on both sides of the roadway, and because of the uninterrupted traffic flow moving south from the Maple Street intersection through the free southbound right turn at Miller.
- Internal circulation within the parking areas impact traffic flow and safety along the corridor and were explained as needing improvement.
- Need for better local circulation to keep local area traffic off of the highway is desired.
- The Maple Street intersection was depicted as congested, especially moving from south to north. Left turns from the east and west approaches add to the delays.
- Pedestrian and bicycle access across the corridor in this area was identified as a high priority, given the east/west movement from residential areas and parking facilities to the parks and tourist/recreational uses (existing and planned) along the waterfront.
- Pedestrian travel within the corridor often required out of way travel due to traffic operations.
- Pavement markings wear out each year and make it more difficult to drive the corridor.
- The location of signing to direct drivers to the proper lane to the couplet and downtown Wenatchee does not provide adequate time / distance to change lanes.

Evaluation Criteria – Defining Success:

The remainder of the first CAT meeting involved a discussion of what the members viewed as important evaluation criteria – in other words, how should we measure success at the end of the Transportation Master Plan process? In addition to the overarching issue of educating people about the possible solutions and what those might entail, the following criteria were identified by the CAT:

- Access to businesses was vital; a local thriving business community in the corridor is critical in defining success. Solutions geared toward healthy businesses needed to be at the forefront of the TMP process, including those solutions that will require education about their benefits.
- Accommodating bicycles and pedestrians, both within and across the corridor, was identified as an important criterion.



- Ensuring that there was efficient and effective access through the corridor was also seen by some as being an important measure of success.
- Public support for the plan and project components was identified as important – they are the users.

Next Steps:

The meeting concluded with a review of the Project schedule, with a focus on the upcoming walking tours of the corridor segments and the next CAT meeting which are scheduled for June 24th (walking tours) and June 25th (CAT meeting). More information on these will be forthcoming.

CAT BIG BOARD Meeting Notes- 4/30/09

SHEETS 1 & 2: Corridor Issues - North Segment:

We reviewed our list

Getting Maiden Lane- circle around (check with Nick) (I wasn't sure about this comment)

Least congested portion of the overall corridor

- Usually pretty smooth
- School Street intersection sometimes problematic
- Speed limit at bridge- reduce to 35 mph – could solve some issues

Through traffic (local) using Easy Street to head north (Entiat, etc.)

- Having traffic flow is good from some perspectives (retail), others may not want more through the area (industrial)

Discussion re: Port District's land use plans for Olds Station area: Penny/Easy St frontage- highest and best use may not necessarily be industrial; Horan piece is still industrial...but?

- Long-term market change possible

Speed limit- heading north isn't as big an issue as the south bound back up between 4 and 5 pm

Olds Station more of a center of activity, have to provide the connections to and through it

- Huge employment base, but not necessarily lots of people living there

Pedestrian concerns around Easy St/HWY 2/97 intersection

Through trucks are currently avoiding N Wenatchee Ave

Bicycle group uses bypass on the loop trails or goes through Sleepy Hollow etc.

- Larry/Randy discussed a bike by-pass route
- Better for bikes to avoid 45 mph route

Neighborhood connections to parks across the Ave are an important issue to address

- Yes, past winery, Penny St- make it easier

Not a good bike route to Dryden

Bike route into Port's Business Park being considered

More Well Established, Efficient Bike Routes.

SHEETS 3 & 4: Corridor Issues – Central Segment

Most Congested! Especially Maiden Lane area

- Access: Starbucks, Wendy's, Lumberyard, etc. is a cluster
- Visibility, direction of traffic flow
- People take a right turn down into old Marson's yard, then come up through light to Wal-Mart/H.D. to avoid left turn (northbound)- light is too short to get everyone through.

Decisions about routes made for blocks in advance

Property access is difficult!

People travel through parking lots to avoid Maiden Lane/Wenatchee Ave intersection

- Parallel road behind?

Business owner wants people to access, but extensive cross traffic is a safety issue

- Balance access and safety
- U-turn routes with barrier possible solution – need to address freight versus passenger vehicle needs for this type of scenario

Winter conditions

- Studded tire deadlines makes the Les Schwab area a nightmare
- Winter snow removal to center is huge issue- especially when not removed in a timely fashion
- Barrier may assist with this by providing storage and designated crossings (versus the random crossing of snow barriers that currently happens)

Harvest an issue - not usually in this segment?

Hawley St has truck traffic, and when there is a train stopped on the tracks, back ups happen on the Ave.

- Truck turning radius too tight
- Proximity of Hawley and train crossing

Increased development, especially on the river front (Walla Walla park, Town Toyota Center, etc.), means more traffic now and in the future!

- City priority to do underpass with Hawley
- Some discussion has occurred to have Burlington Northern move their offices? If moved south, may lessen train stops
- Tracks are difficult for bikes because of angle, but the area is also a high priority to access trail.

SHEET 5: Corridor Issues - South Segment

Move DOT Headquarters? But need to plan re-development with single access to ensure problems do not increase.

This would be a better spot for hotel than on Hawley...

Question was asked re: issues at the couplet interchange?

- North bound left turns onto Maple backs traffic into Miller at intersection during peak periods

Harley Center causes trouble, especially those wanting to go south by heading out to the left, across traffic.

Should be a light at main entrance to Valley North – difficulty getting into it because southbound traffic is free flowing, no breaks

Internal circulation at parking lot of Valley North could be better- currently free for all

Over-pass for pedestrians and bikes at Orchard Inn/Leonardo's to Town Toyota Center- would help with bikes too.

South on Miller at Chelan- lights close together at Albertsons and Walgreens

- Better definition of lane paths, signage
- Difficult angles

Miller/Wenatchee Ave intersection- can't go westbound from the north

Maple and Wenatchee Ave- no left turn arrow

Study area – consider extending to 5th- which is a hub.

SHEET 6: Evaluation Criteria- “How do we define success?”

Overarching issue, consensus that Education and change of mindset- CRUCIAL – to finding solutions!

We reviewed our list

- Preservation, safety, mobility/accessibility, economic benefits, consistency with quality of life/environmental stewardship
- Focus on transportation as a PART of the overall community

Access in and out of businesses is number one issue

Agree! Has to be geared toward healthy businesses!

- Barrier with U-turn solution would need to educate business owners, too

Getting bike access across corridor safely is most important

- Bike lane on the route is not as big a concern/issue

Agree with access priority- get in and out safely, only going to get more and more busy.

Agree, and also need to get through traffic through quickly and efficiently

- Some feel this is a lower priority because of Douglas County option
- Others believe through traffic to downtown should be easier/quicker
- Traffic light stops- more business for adjacent owners?

Western used a an alternative to avoid corridor

SHEET 7: General Comments

Miscellaneous:

- East-west routes are limited, so traffic is channeled to Wenatchee Ave
- Dawn Terrace as connection between Horse Lake and Maiden Lane

Walking tour options:

Separate corridor into 2 halves? Tour segment then meet, tour next segment then meet?

Target peak hours for different segments?

Meeting to follow with the three segments



Corridor Advisory Team
Agenda Meeting #2

June 25, 2009
9:00 am – 11:00 am

City of Wenatchee Public Services Building
1350 McKittrick Street

<i>Topic</i>	<i>Time</i>
Introduction • Welcome • Recap of Last Meeting • Summary of Walking Tour • Review Agenda	<i>9:00 am</i>
Existing Conditions – Important Findings • Land Use • Roadway Conditions • Non-motorized System • Transit Service and Facilities	<i>9:20 am</i>
Short and Long-range Alternative Strategies • Range of Strategies • North Segment Options • Central Segment Options • South Segment Options	<i>10:00 am</i>
Next Steps / Questions / Schedule	<i>10:50 am</i>
Adjourn	<i>11:00 am</i>



Corridor Advisory Team Meeting #2 Summary June 25, 2009

Attendees:

CAT Members: Ace Bollinger, Dan Barr, Steve DeCamp, Craig Larsen, Sara Dempsey, Linda Haglund, Charlotte Mayo, Korey Korfiatis, Mall Boyd, West Matheson

Staff Team: Jeff Wilkens, Nick Manzarro (WVTC), Larry Toedtli (Transpo), Randy Asplund (RH2), Lisa Parks (ACG)

Meeting Materials: Agenda, Exhibits 1 through 9 (Existing Conditions) and Exhibits 10 through 13 (Potential Improvements)

Introduction:

The second meeting of the Corridor Advisory Team (CAT) began with those who had attended one of the walking tours the previous day describing their observations and impressions of the tours. All agreed the walking tours were very informative, providing an opportunity to see new things and to better explain corridor issues that aren't necessarily shown on the data that is collected. Some of the observations were:

- Pedestrian facilities are inadequate;
- Better understanding of technical issues, such as how a stop light works, how transit stops are located, where new improvements may be planned;
- Easier to visualize the issues;
- Hotels generate a lot of pedestrian traffic;
- Accessibility issues for disabled users are significant;
- Clear demonstration of the opportunities and constraints that have to be factored into the solutions; and,
- Real examples comparing development that is occurring under new land use codes (parking, landscaping, accessibility, etc.) versus development under previous codes.

There was also a brief review of the first meeting of the Corridor Advisory Team, as well as a review of the overall Project Schedule, including important milestones and events.

Existing Conditions – Important Findings:

The majority of the meeting was spent reviewing the technical data that has been collected and analyzed by the consultant team over the past few months that helps describe the existing conditions within the corridor from a multidisciplinary perspective. Existing land uses, as well as current comprehensive plan and zoning regulations were reviewed with the group, along with information generated from the travel demand model that is maintained by WVTC showing projected housing unit and employment growth, based on adopted land use plans. Numerous graphics were also used to help demonstrate the existing roadway and traffic conditions such as



the location of traffic signals, turn lanes, and crosswalks; PM peak hour traffic volumes, traffic distribution patterns, and average morning and afternoon travel speeds through the corridor. Traffic and non-motorized safety issues and the number and type of collisions during the 2003-2007 time period were also presented. The consultant team also displayed the non-motorized and transit facilities, as well as identifying many of the issues for both modes of travel within the corridor. There was general agreement that the data and summaries captured and were consistent with the issues that had been discussed at the prior meeting.

Short- and Long-Range Alternative Strategies:

The second meeting of the CAT wrapped up with a discussion of potential short-term and long-term improvement strategies that might be used to address the issues that have been identified both through the technical analysis as well as through the input from the CAT and Steering Committee (SC). In reviewing the different strategies that have been initially identified for the North Segment of the Corridor (Wenatchee River Bridge, north, to the Study Area limits), a more broad discussion ensued related to evaluation criteria and overall goals. The ideas that were discussed included the following:

- The “experience” coming into the north end of the Corridor needs to be softened and improved from an aesthetic standpoint in order to draw more people into the community that may be passing through to other areas. The Corridor was described as having too many signs, too much pavement and a lack of other positive qualities such as landscaping, making it a more negative experience than areas such as Western Avenue.
- Western Avenue was described as being a great by-pass for bicycles and pedestrians, with the improved sidewalks and bike lanes, providing safe routes to schools and a better “experience”. For that reason, some thought it was better **not** to add Western as an arterial by-pass route for moving more cars and trucks.
- It was suggested that, instead of viewing the railroad as a barrier, the community embrace the railroad as a significant part of the area’s history, and seek to capitalize and enhance that history in innovative ways.
- For trucks traveling the Corridor, moving from north to south is much more difficult than moving from south of the Corridor and through.
- Redevelopment of the area was again discussed, related to both the industrial areas located between North Wenatchee Avenue and the River and to the Olds Station area in the North Segment. It was stated that some of the packing sheds and other agriculturally related industrial/warehousing activities could move out of the immediate Corridor area within 10 to 15 years. The Chelan County Port District’s property in Olds Station is also seen as being in a position to receive pressure to redevelop out of the current industrial uses and into a more commercial/retail oriented area. Technology will change how the fruit industry works and its transportation needs.
- Connecting the Corridor to the waterfront was identified as being important.
- Connections between Columbia Station and hotels in the corridor would be positive and would provide alternatives to driving for local activities.
- Making the Corridor more welcoming for driving through would also support downtown businesses.



Next Steps:

After reviewing the general timeline for moving forward with this project, the Committee Members were thanked for their time and thoughts related to this project. Lastly, the Committee was again encouraged to call or e-mail if they have questions or comments they would like to have considered, and the web address for the Project website was given to provide additional avenues for input. The next CAT meeting will be at 9:00 am on September 24. This will follow an Open House meeting on September 23.



Corridor Advisory Team Agenda Meeting #3

**September 24, 2009
9:00 am – 11:00 am**

**City of Wenatchee Public Services Building
1350 McKittrick Street**

<i>Topic</i>	<i>Time</i>
Introduction • Welcome • Recap of Last Meeting • Review Agenda	9:00 am
Summary of Open House • Summary of Comments • Input from Committee	9:05 am
Preliminary Screening Process • Overview • Evaluation Criteria • Initial Team Ratings • Market Assessment Progress Report	9:15 am
Packaging of Alternative Strategies - Examples • Strategies by Level of Investment • Low to Moderate Level of Investment • Mid to High Level of Investment • Very High Level of Investment	10:00 am
Long-Term Regional Improvements -- How Will They Address Corridor Traffic Needs	10:30 am
Next Steps / Questions / Schedule	10:50 am
Adjourn	11:00 am



Corridor Advisory Team Meeting #3 Summary September 24, 2009

Attendees:

CAT Members: Ace Bollinger, Dan Barr, Craig Larsen, Sarah Dempsey, Mall Boyd, Mark Yaple

Staff Team: Jeff Wilkens, Nick Manzano (WVTC), Larry Toedtli (Transpo), Lisa Parks (ACG)

Meeting Materials: Agenda, Exhibits 1 through 9 related to Screening Criteria and Evaluation of Initial Improvement Alternatives, Exhibit 10 related to Key Findings of the Regional TDM modeling of Major Regional Investments, Berk & Associates Memo on Market Assessment

Introduction:

The third meeting of the Corridor Advisory Team (CAT) began with a summary of what the consultant team and staff have been working on since the last meeting of the CAT in June. In addition to preparations for the Open House that occurred the previous evening, WVTC staff and the consultant team have spent the summer refining the evaluation criteria and screening process for alternatives. A portion of this technical effort has also been to attempt to categorize the 100+ short and long term alternative improvement strategies that have been identified through the CAT and Steering Committee (SC) meetings, and through the walking tours and meetings with the Executive Board of the WVTC. The results of these efforts were the primary focus of this meeting's agenda, as described below.

Summary of Open House:

Larry Toedtli led a general discussion regarding the Open House that had been held the previous evening, on September 23rd. Generally, it was observed that the attendance was steady throughout the event, although (as always) a larger turn-out would have been desired. In essence, it was stated that the issues identified at the Open House by the general public are consistent with what has been heard already through the CAT, the Steering Committee (SC) and through the walking tours that happened in June. Participants provided written comments on maps and comment forms on issues and potential improvement strategies. (A separate summary of the Open House Meeting will also be available.)

Jeff Wilkens noted that WVTC staff and the consultant team are looking into other, less traditional methods of getting the word out to the public about this project, including looking into developing a Facebook page and better web site development and use.

Preliminary Screening Process:

One major component of the meeting was to review the efforts at refining and defining the evaluation criteria that will be used to assist with identifying priorities for improvement alternatives as the project progresses. Considerable discussions with WVTC staff and the consultant team resulted in a proposal to use five criteria, each consisting of an "A" through "E" rating system that can be used to assess how well potential improvement projects and/or



strategies could achieve the desired outcome for each criterion (Exhibit 1). The CAT members expressed general agreement, noting that individual values are important in the evaluation process.

The 5 evaluation criteria include:

Safety: Objective is to reduce the number of collisions within the corridor.

Highway Mobility: Objective is to move people (cars, trucks and buses) and freight through the corridor, particularly where there are starting and ending points outside of the corridor, itself.

Urban Accessibility: Objective is to preserve and enhance access for vehicle drivers, bicyclists and pedestrians to businesses, residences, parks and other destinations within the corridor.

Economic Impacts and Benefits: Objective is to understand (qualitatively) the economic and community development implications of potential improvement projects and strategies, both within the corridor and throughout the entire region.

Cost: Objective is to understand relative costs of different improvement projects and strategies, with lower cost and/or phased-construction projects being rated higher.

The results of a preliminary screening performed by WVTC and the consultant were presented. Approximately 10 projects were identified as not being recommended for further review. The rationale for dropping each project was discussed with the CAT, and were generally related to limited benefits where there were also significant costs, or that other identified projects would better address the identified issues served by the project (Exhibit 2 and 6).

This portion of the meeting also included a brief overview of the efforts to-date of Berk and Associates in conducting a market assessment that will be used to inform the planning process. Berk and Associates provided a memo describing their efforts to assess both supply issues throughout the region (primarily land use) as well as demand for multi-family housing, commercial uses (including retail and office) and industrial uses. The market assessment is anticipated to be complete by this fall to assist in evaluating the long-term improvement strategies for the corridor. It was suggested that there would be benefit in having a group of commercial/industrial real estate professionals in the area to evaluate and comment on the market analysis, once it is drafted.

Packaging of Alternative Strategies - Examples:

The next part of the meeting was spent reviewing concepts for packaging alternative improvement projects and strategies in an attempt to combine the many short- and long-term improvements into systems that may work together to address issues in the corridor. The process of packaging the improvement projects and strategies is needed to help summarize the advantages and impacts of various improvements (Exhibits 3 through 5).



Referencing Exhibits 7 through 9, these examples for packaging of alternatives were discussed with the CAT. It was explained that this particular packaging methodology attempted to categorize improvement projects and strategies based on levels of investment, including “*Low to Moderate*”, “*Medium to High*” and “*Very High*”, with each package building on and inclusive of the others. Staff pointed out that this current packaging was irrespective of the “mode” of travel: in other words, the projects were NOT separated or categorized based on whether they were transit, roadway or pedestrian improvements. It was also noted that this methodology is a comprehensive, corridor-based approach, and looked to combine similar types of concepts throughout the study area. The basic premise is to answer the question, “What improvements result if the region invests at different levels (moderate, intermediate or aggressive), and does a higher level of investment result in significantly more benefits?” The general consensus of the group was that this type of categorization made sense for purposes of moving forward with evaluating improvements. Some members indicated an analysis of the “*Low to Moderate*” package of alternatives should be the primary focus of modeling efforts, but not to the exclusion of the projects and strategies in the higher level investment packages.

This agenda item wrapped up with a discussion about funding, including what type of project and/or strategy is easier to fund, one huge project versus a series of smaller projects that are more of a comprehensive package. While funding sources can be more focused on transportation “modes” (transit, pedestrian, roadway, etc.), political and public support are factors in funding any type of strategy.

Long-Term Regional Improvements:

This third meeting of the CAT concluded with a review of the key findings of a preliminary modeling effort that looked at what impacts a bridge over either the Columbia River (2 alternative locations) or the Wenatchee River (1 location) would have on the corridor (Exhibit 10). The three potential bridge projects that were evaluated are described as follows:

Columbia River Bridge Couplet: Construct a new, 3-lane bridge approximately one half-mile north of the existing Sellar Bridge that serves only westbound SR 285 traffic. The existing Sellar Bridge would be converted to a 3-lane bridge serving only eastbound SR 285 traffic.

New “Local” Columbia River Bridge: Construct a new, 4-lane bridge (two lanes each direction) between Wenatchee (east end of 9th Street) and East Wenatchee (west end of 19th Street).

New Wenatchee River Bridge & Western Avenue Extension: Construct a new, 2-lane bridge over the Wenatchee River, from the north end of the Western Avenue corridor to a new interchange with US 2 in the vicinity of Sunnyslope.

Generally, this modeling effort indicated that, while these connections provide a much greater degree of connectivity within the region that is otherwise limited due to geography, traffic will continue to increase within the corridor due to the high land use intensity within the area and because North Wenatchee Avenue provides a direct connection to other regional routes through the area. In other words, there is still a significant need for solutions within the corridor that can’t/won’t be addressed solely through these large, regional projects. Furthermore, it was



pointed out to the group that, when added capacity is provided, it will generally attract latent demand for that additional capacity that may not be anticipated.

Wrap Up & Next Steps:

The CAT concluded this meeting with a brief discussion of how to measure success for transit projects, how phasing can be used to solve issues over time, and generally what happens when capacity is added to a transportation system. Transit service is difficult to measure because ridership numbers may only reflect a portion of the benefits provided to the overall system. Other benefits of transit include providing alternatives for people who cannot, or choose, not to drive. With regard to phasing, the idea of building short term improvements that facilitate and promote the long term improvements will be a key part of the final selection of improvement strategies for the Transportation Master plan.

The Committee Members were thanked for their continued time and thoughts related to this project, and they were encouraged to call or e-mail if they have questions or comments they would like to have considered. The next CAT meeting is scheduled for 9:00 am on January 28, 2010. This will follow the second Open House scheduled for January 27, 2010.



Corridor Advisory Team Agenda Meeting #4

**February 10, 2010
9:00 am – 11:00 am**

**City of Wenatchee Public Services Building
1350 McKittrick Street**

<i>Topic</i>	<i>Time</i>
Introduction	<i>9:00 am</i>
• Welcome • Recap of Last Meeting • Review Agenda	
Market Assessment Study	<i>9:10 am</i>
Refining the Alternative Packages	<i>9:25 am</i>
• Overview • Travel Demand Modeling • Engineering Feasibility	
Concept Packages	<i>9:45 am</i>
• Overview of Strategies • North of Wenatchee River • South of Wenatchee River	
Upcoming Open House	<i>10:45 am</i>
• February 25, 2010 • Pre-Meetings • Follow-up Meetings	
Next Steps / Questions / Schedule	<i>10:55 am</i>
Adjourn	<i>11:00 am</i>



**Corridor Advisory Team
Meeting #4 Summary
February 10, 2010**

Attendees:

CAT Members: Ace Bollinger, Mall Boyd
Staff Team: Jeff Wilkens, Nick Manzano (WVTC), Larry Toedtli (Transpo), Randy Asplund (RH2), Lisa Parks (ACG)
Visitor: Dave Honsinger (WSDOT); Mark Yapple (Wenatchee Fire)—both members of the Steering committee but could not attend the afternoon steering committee meeting

Meeting Materials: Agenda; Market Assessment Report; Mapped Alternatives for Roadway/Intersections, Non-Motorized and Transit Modes (2 concepts for areas north of the Wenatchee River and 4 concepts for south of the Wenatchee River)

Introduction

The fourth meeting of the Corridor Advisory Team (CAT) began with a summary of the previous meeting, noting that a substantial amount of work has occurred since then related to revising the alternative concepts. This process has helped to reiterate that as the alternative concepts are revised, we need to be cognizant that the solutions that may apply to regional issues won't necessarily resolve North Wenatchee Avenue issues: we still need to have corridor-based solutions.

Market Assessment Study

The Market Assessment Study conducted by Berk and Associates was reviewed with the CAT, and it was noted that a local commercial realtor had reviewed the study and agreed with its methodology and analysis. It was noted in the Berk Study that North Wenatchee Avenue generally serves big box retail, and is the conduit for getting traffic through the corridor, which reinforces the underlying premise of the study: the corridor needs to serve multiple functions, for different modes of transportation, as well as circulation within the corridor and moving traffic through to other locations.

Refining the Alternative Packages

The consultant team and WVTC have worked to develop a manageable number of concept packages out of the nearly 100 proposed projects initially identified. There has been significant review using modeling outcomes to determine the amount of traffic that can be pulled off the corridor, and the impact on intersections, etc. to assure the proposal actually alleviated the issues. RH2 provided sketches to determine the feasibility of the proposals, one of which was making six lanes on NWA. If the corridor was widened to six lanes there would be a loss of buildings and parking for a significant number of businesses/properties. Medians would be required in a six lane configuration, further impacting adjacent businesses and properties. A key point that resulted from this modeling scenario is that the Wenatchee River Bridge is not the primary bottleneck within the corridor.



Staff reviewed and evaluated a large number of alternative packages which resulted in several concepts that can reasonably be accomplished being developed. The evaluation resulted in two basic concepts for the portion of the study area north of the Wenatchee River (“north end”) and four concept packages for the study area south of the Wenatchee River (“south end”). It was noted that though the proposals were presented as packages components of each alternative can be mixed and matched. The north and south packages also could be paired together without significantly impacting the evaluations. The concept packages were proposed to be displayed at the next public Open House.

Concept Packages

This portion of the meeting included an overview of the alternative concept packages followed by discussion of each. Two concepts were presented for the North End and four concept packages for the South End. Each of the concept packages cover roadways/intersection improvements, non-motorized transportation, and transit strategies. Attached to this summary are two overviews describing the different concept packages (north and south) that were reviewed and discussed at the meeting.

North Roadway Concepts

Some of the discussion related to the North Roadway concept included the idea that it helps to more clearly delineate the end of the highway and the beginning of the city boundary. It was noted that, while the evaluation has focused on PM peak hour traffic flows, during weekends and non-commute periods other impacts/benefits may occur. CAT members noted that this concept would increase traffic volumes past businesses along Easy Street. However, the four traffic signals as proposed would add travel times for traffic leaving Wenatchee to access US 2, leading to a stated preference of the CAT for fewer traffic signals.

The CAT noted that both concepts provide adequate access from Sunnyslope. Some CAT members liked the idea of having US 2 be the primary travel pattern and opening up more development area, as discussed for North Concept 1. Additionally, North Concept 1 was viewed as providing easier access to the Olds Station area. There were concerns expressed regarding how the new, four lane arterial would operate, especially long-term, when it was noted that in the year 2028 this arterial is modeled to be almost at capacity.

North Non-motorized Concepts and Transit Strategies

The CAT discussion regarding non-motorized concepts for the North area endorsed the idea of prioritizing non-motorized facilities to meet future needs, and planning for these up front. Four-foot wide lanes along the road shoulders should be planned to accommodate bicycles. The CAT indicated a preference that the pedestrian facilities shown in orange on each option be included as one concept, and should include more ties to the loop trail.

The two concepts presented for north end transit would be similar to current conditions, with a focus on the Penny Road park-and-ride lot. The need for consideration of additional access points, particularly with Concept 1, needs further discussion. It is undetermined as to whether or not a more formal transit station is needed in the north end. It was pointed out that park-and-ride facilities need to have good and direct access to the trails.



South Roadway Concepts

The discussion of the different South Roadway Concepts was quite thorough. Regarding Concept I, the feasibility of the new access circulation roadway in the vicinity of Maiden Lane and Starbucks was questioned. Specific to Concept 3, there were a number of points made. First, there was some question as to the feasibility of the Pine Street proposal. Eliminating the signal at Horse Lake Road would concentrate traffic at the Maiden Lane intersection, which was identified as being critical. On a positive note the extension of Walla Walla Avenue was seen as a positive to help bleed some traffic off of North Wenatchee Avenue. Lastly, it was noted the Option 3 would lead to disruption to some of the homes along Pershing Street. The traffic benefits of Concept 4, the “bypass”, and the impacts on properties and existing businesses were also thoroughly discussed. The CAT reviewed the relative merits of the bypass versus other regional improvements, such as a third Columbia River Bridge. During discussion of this option, the CAT was reminded that the different components of each option are interchangeable.

South Non-Motorized Concepts and Transit Strategies

During discussion of the non-motorized concepts for the study area south of the Wenatchee River it was pointed out that they are highly dependent on the roadway concept selected. There is still the ability to mix and match components of the non-motorized concepts, though not fully as the roadway components. During a general discussion of the many components, the over and underpass concept stood out as providing the most relief from several corridor issues, such as removing the non-motorized traffic from the corridor. Concerns were expressed for keeping up with changing conditions and financing the projects.

In wrapping up this part of the meeting, the CAT returned to the discussion regarding setting the criteria for establishing the priority proposals. Safety was identified as the most important criterion, but the need for balancing the general economic benefits to the impacts and costs to businesses should not be overlooked. It was noted that improving the efficiency of the corridor also would likely improve safety.

Wrap up & Next Steps

In addition to a brief description of the next public Open House and Workshop, the meeting concluded with further discussion and comments of the concepts as proposed, including the significant issue of funding the proposals. Some members recognized that the big plans would have big impact, but taking advantage of opportunities as they arose would be more realistic. For example, it is assumed that smaller multi-modal projects would have more options for funding. It was recommended the plan be laid out so that it could be implemented incrementally.

The CAT also expressed that further comparison needs to be completed between the by-pass proposal and the feasibility of building a third bridge across the Columbia River. The Walla Walla extension was viewed favorable for both vehicle and non-motorized traffic, and there was general consensus to encourage growth at the north end, preserving the highway mobility. The backage road idea around Maiden Lane was considered too expensive for the gain. Support of meeting the pedestrian and non-motorized needs through the planning process rather than an afterthought was again emphasized. One member suggested there needs to be a better idea of the impact of the options on private property, and where that impact is likely to occur.



At the next meeting, CAT members will hear the comments and discussion from the open house, and staff will present recommendations based on public input, technical evaluations, and implementation options.



Transportation System Concept Packages
North of the Wenatchee River

North Concept 1 Realign US 2		North Concept 2 Modify US 2/Easy Street Access
OVERVIEW	This concept would result in the US 2 highway corridor being the primary travel route. Travel to/from the City of Wenatchee would be via a new interchange of US 2 at Easy Street. N Wenatchee Avenue would connect into Easy Street north of the Wenatchee River. Circulation in the Olds Station area would be enhanced with new or upgraded collector roads and arterials.	North end concept 2 maintains the primary connections between US 2 and SR 285/N Wenatchee Avenue. To reduce existing and future safety issues, an Easy Street would cross over US 2, with new ramps to serve the Sunnyslope and Olds Station area. Access to/from the Sunnyslope area north of US 2 would be via the existing Penny Road interchange. Easy Street and other arterials and collectors in the Olds Station area would be upgraded, as would the US 2/Euclid Avenue interchange.
	A new multi-use trail would be developed just south of US 2, crossing under Easy Street. The new trail and other non-motorized facilities would connect Lower Sunnyslope Road with the existing trail at Euclid Avenue. Bicycle and pedestrian connections to the regional trail and the parks would also be developed.	A new multi-purpose trail would be developed on the north side of the Wenatchee River connecting to the Apple Loop Trail. A new trail, sidewalks, and bicycle routes would be developed to connect between Easy Street and Euclid Avenue on the south side of US 2. Pedestrian and bicycle connections also would be made between the Olds Station commercial area and the trail/parks via Isenhardt Avenue.
	Some limited changes to transit routing would be made to provide more coverage to future areas of development south of Penny Road.	Transit service would focus on the park and ride lot on Penny Road. Local transit service would be routed to serve developing areas south of Penny Road.



Transportation System Concept Packages South of the Wenatchee River

	South Concept 1 Historical Investment Levels	South Concept 2 Upgrade Existing Roadways with Managed Access	South Concept 3 Managed Access with Additional Circulation Routes	South Concept 4 Develop Through Traffic Bypass and New Circulation Roadways
OVERVIEW	Under this concept, the focus would be on basic improvements to the N Wenatchee Avenue corridor and adjacent streets. These would include improved signing and markings, targeted improvements to traffic operations and safety. Addition of sidewalks and non-motorized facilities would be added per existing programs. Expansion of transit service coverage would include connections between the corridor and the Waterfront and service on the improved collector and arterials west of N Wenatchee Avenue.	Under this concept, additional improvements would be defined to enhance the safety and operations of the existing North Wenatchee Avenue corridor. These modifications would include adding turn lanes at a limited number of intersections. It also would include managing access along the highway through addition of local access/circulation roadways, medians, consolidation of driveways, and U-turn routes. Existing arterials and collector roads in the corridor would be upgraded to further enhance local circulation, property access and non-motorized connectivity. Access for all modes between the corridor and the Waterfront would be focused at Hawley Street, which would include an undercrossing of the railroad tracks. Transit service would be enhanced with the development of a transit center in the vicinity of the North Wenatchee Valley Mall., as well as expanded service connections between the corridor and the Waterfront. Potential modifications for private development access and circulation would also be identified with property owners and incorporated, where possible.	This concept focuses on improving the ability of N Wenatchee Avenue to facilitate through traffic by developing alternative circulation roads to provide for access and circulation to businesses. Investments would include removing the signal at closing the west leg of the intersection at Horse Lake Road and increasing capacity at the intersection at Maiden Lane. Other intersections along N Wenatchee Avenue also would be modified. New arterial and collector roads would be developed by extending Walla Walla Avenue west to connect with extensions of Princeton and Pine Avenues.; the extension of Walla Walla Avenue would be signalized at N Wenatchee Avenue to replace the signal at Maple Street. Access management, including use of medians, U-turn routes, and turn restrictions would be incorporated in the corridor. Pedestrian and bicycle crossings of the highway corridor will be greatly enhanced. A new undercrossing of the railroad tracks would be made at the extension of Walla Walla Avenue between the corridor and Waterfront. A new multipurpose trail would be developed between the Wenatchee River and Walnut Street on the west side of N Wenatchee Avenue. A new transit center would be envisioned in the vicinity of Maple Street and N Wenatchee Avenue. Intercity transit service would be supported with queue by-pass lanes at major intersections, where possible. Local transit service would be extended to more areas west of N Wenatchee Avenue. Potential modifications for private development access and circulation would also be identified with property owners and incorporated, where possible.	This concept focuses on separating travel destined within the N Wenatchee Avenue corridor from travel through the corridor that has destinations in downtown Wenatchee, the hospital area, and other areas south of 9th Street. A bypass would be constructed adjacent to the existing railroad tracks east of the corridor. Additional capacity (1 lane in each direction) would be added across the Wenatchee River. Hawley Street would be grade separated with the bypass and railroad tracks. A new north-south collector road would be constructed between Walnut / Pine and Princeton/Springwater Avenue. Non-motorized improvements would include an overpass crossing of N Wenatchee Avenue and the railroad tracks between the North Valley Mall and the Waterfront. An undercrossing of the bypass road and railroad tracks at Hawley Street also would enhance non-motorized connectivity and safety. A transit center would be developed in the vicinity of Miller Street and N Wenatchee Avenue. Intercity transit would be improved through use of the bypass. Local transit service coverage would include connections between the corridor and waterfront. Potential modifications for private development access and circulation would also be identified with property owners and incorporated, where possible.



Corridor Advisory Team Agenda Meeting #5

**May 27, 2010
9:00 am – 11:00 am**

**City of Wenatchee Public Services Building
1350 McKittrick Street**

<i>Topic</i>	<i>Time</i>
Introduction	<i>9:00 am</i>
• Welcome • Recap of Last Meeting • Review Agenda	
Open House # 2 Recap	<i>9:10 am</i>
Screening the Concept Packages	<i>9:20 am</i>
• "Confluence Parkway" / Euclid Avenue Bypass • North End Interchange Refinements • Combinations of North and South of the River Concepts • Executive Board Workshop Proposals	
Short and Mid-Term Project Priorities	<i>10:00 am</i>
Finalizing the Master Transportation Plan	<i>10:40 am</i>
• Defining Recommendations • Types of Products • Review Process	
Next Steps / Questions / Schedule	<i>10:55 am</i>
Adjourn	<i>11:00 am</i>



**Corridor Advisory Team
Meeting #5 Summary
May 27, 2010**

Attendees:

CAT Members: Craig Larsen, Wenatchee Valley Chamber
Charlotte Mayo, Holiday Inn Express/Springhill Suites
Staff Team: Jeff Wilkens, Nick Manzano, Kathy Bruno (WVTC);
Larry Toedtli (Transpo)

Meeting Materials: Agenda, Mapped Alternatives for three very different options; first option showing minimal improvements, second showing some modifications, and the third showing significant changes with a “Confluence Parkway” Bypass.

Introduction

Jeff Wilkens welcomed the attendees and thanked them for their time. Larry Toedtli began with a summary of what had transpired over the last several months, and explained how the team had arrived at the three scenarios being presented.

Open House #2 Recap

Larry Toedtli discussed highlights of the public comments that were heard at the Open House in February. Most were in support of the bypass concept, and felt that focusing only on access management and the existing roadway would not solve the main problems.

Screening the Concept Packages

The team reviewed the three options and felt that Option #1 with minimal upgrades would only keep the Avenue status quo; Option #2 with significant upgrades to sidewalks, additional circulation roads within the city, adding a median and reducing / relocating some of the problem left turn movements, and taking out the signal at Easy Street and reconnecting the area with other ramps would only be a short term fix. Option #3 with a bypass east of the BNSF railroad tracks, connecting to Euclid Avenue, addresses all of the problems by putting the pass-through traffic on the bypass, and leaving the traffic wanting to do



business in the area on north Wenatchee Avenue. This would add much more traffic capacity. The modified and bypass options show a significant upgrade to the US 2/SR 285 interchange, but the projects could be done separately. The exhibits can be found on the WVTC website. The group identified a need to put the improvements in context – what do you get for the investments or what are consequences of doing only minimal improvements along the corridor. The group discussed different ways of showing or describing these benefits versus impacts including travel times/speeds, traffic volumes, safety, the number of signal cycles that someone would need to sit through during peak travel periods, and travel distances to/from key destinations in the region such as downtown Wenatchee, the hospital, etc.

Short and Mid-Term Project Priorities

The main concern of the attendees was access to the businesses at the far end of North Wenatchee Avenue. They felt that having a frontage road connecting businesses to the signal at Maiden Lane was the most important.

Finalizing the Master Transportation Plan

After much discussion about the difference in cost between the options the attendees felt it would be well worth pursuing the bypass, because it addresses all of the problems and creates long term value.

Next Steps / Questions / Schedule

It was recommended that the project team add more graphics to the WVTC Board presentation to show the regional impacts, not only the traffic flow on Wenatchee Avenue, but also the effects to the East Wenatchee area, along with graphics showing travel time differences resulting from each option..

Jeff Wilkens explained that the WVTC Board Workshop will be June 10th, 8:30-11:30 a.m. at the Confluence Technology Center, where the board will be presented with all three options, with input from the Corridor Advisory Team and general public..

Adjourn



**SR 285 North Wenatchee Avenue
Transportation Master Plan: Public Open House #1
Wednesday, September 23, 2009
3:00 – 7:00 PM**

The Wenatchee Valley Transportation Council (WVTC) invited the community to an open house to develop the basis of the Transportation Master Plan. As one of the key gateways into the Wenatchee Valley, the North Wenatchee Avenue Corridor faces many issues of traffic congestion, safety, and access to businesses in this area of the community. The Open House was intended to inform the community about the project, receive input on transportation issues in the corridor, and to gather ideas on possible improvement strategies.

Approximately 50 people attended the open house, including representatives from the local agencies. Participants were provided an introduction of the Project and an overview of the Open House format as they entered Town Toyota Center. The handout depicting the arrangement of the Open House is provided as Attachment I. The participants were then guided to a second station where they were informed about the existing conditions of the transportation corridor, specifically: land uses, traffic volumes and operations, alternative transportation modes, and transit service. With the information provided at each station and their own unique experiences from living in the area, the participants were asked to provide input by writing comments on maps at each station or using a comment form provided at the Open House. Comments also could be made via email to WVTC.

The Open House materials also included an overview of an evaluation procedure for indentifying potential improvement projects. The evaluation procedure rates each proposal against a number of categories that have been identified as main concerns of the community (Safety, Highway Mobility, Urban Accessibility, Economic Impacts and Benefits, Cost.) The “Criteria for Screening Potential Improvements” assists the decision makers in prioritizing projects that were identified through the planning process.

What Did We Hear from The Community via the Comment Forms?

The participants were asked to respond to several questions on the Project Comment Forms. The following summarizes the responses; the actual comments submitted on the comment forms are included in Attachment 2.

“What type of transportation issues do you experience in the corridor?”

Expectedly the most common response to this question was congestion, particularly on North Wenatchee Avenue in the vicinity of Maiden Lane (Wal-Mart). Other issues identified were safety concerns, particularly for pedestrians and bicycle riders. Also mentioned was the inefficiency of the transportation system to accommodate heavy truck traffic.



“What Types of Improvement project do you think are most needed?”

The suggested types of projects to make improvements were more varied, though many dealt with making changes to the circulation system such as permitting right turn only exits at certain businesses on North Wenatchee Avenue, converting North Wenatchee Avenue to a one-way street, adjusting the timing of the traffic signals and improving connections to the main roads. Several participants suggested that additional bridges would ease traffic flow. Again, improvements to accommodate truck traffic were suggested such as finding an alternative route and increasing the radius at corners. Concerning Link Transit, it was suggested that the stops on North Wenatchee Avenue be limited and that there be more of an effort to increase ridership.

“What other comments do you have to help guide the development of the Transportation Master Plan for the corridor?”

This question generated the greatest diversity of responses, which included suggestions and opinions that expressed appreciation for the public process; an acknowledgement that the current state of congestion is light in comparison to other areas (like Seattle); and a concern that any actions in the corridor should not harm local business.

A frequent suggestion to improve the circulation included the provision of either a by-pass route or additional north-south routes. Participants expressed concern for pedestrian and bicyclist safety and suggested where to site the bike/pedestrian facilities. Again the synchronization of the traffic lights in favor of Wenatchee Ave traffic was identified to improve traffic flow.

What Did We Hear from The Community via the Open House Stations?

The participants were able to write comments on maps at stations 2 and 3 at the Open House. The following summarizes the responses; the actual comments submitted on the maps at each station are included in Attachment 3.

“Station 2 – Existing Conditions & Issues”

The comments generated at the “Existing Conditions Station” addressed issues regarding the ease and safety of access to businesses, improving or providing pedestrian and bicyclist facilities, as well as increased enforcement of traffic speed limits. Participants expressed concerns regarding bike crossings; one suggested moving the bike path from 5th to 9th Street. It was also suggested that the inability to make left turns on North Wenatchee Avenue south of 5th Street contributes to the northbound traffic congestion.

“Station 3 – Potential Improvement Strategies & Evaluation Criteria”

Improvement strategies to alleviate congestion included redirecting truck traffic as well as directing highway traffic to East Wenatchee. Improvements to accommodate pedestrians recommended heating crosswalks for winter. Safety issues at specific sites were noted such as the poor curb ramps and short crossing time at Maple St; and the risk to pedestrians caused by



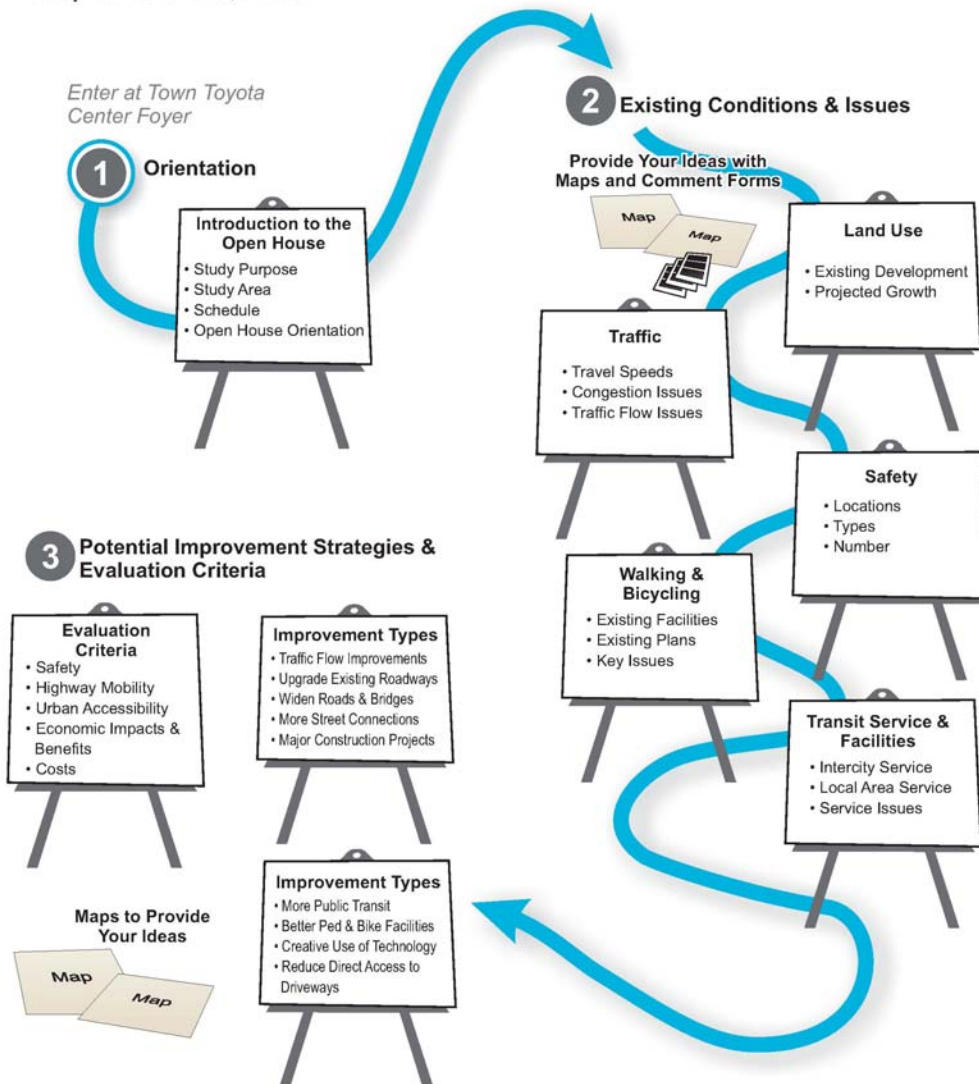
the free right-turn at Walla Walla Ave. Participants again recommended new bridges and additional roads as a component of the improvement strategy. Another strategy suggested eliminating the Link bus stops on North Wenatchee Avenue, and a change in the Trolley route.



ATTACHMENT I



Open House Orientation September 23, 2009





ATTACMENT 2
North Wenatchee Avenue Transportation Master Plan
September 23, 2009
Open House-Comments Submitted on Forms

<i>What type of transportation issues do you experience in the corridor?</i>	
Horse Lake Rd Maiden Lane	Horse Lk Rd/Maiden Lane-effectively arterial (D____ - Poor)
North Wenatchee Ave	Crossing highway (walking) time to cross to short
All streets	Current intersections seem to be sub-standard for truck wgts (stopping and starting) with sunken road stripes.
All streets	Gridlock
North Wenatchee Ave	High congestion around Wal-Mart Starbucks
Maiden Lane North Wenatchee Ave	Too much congestion in north end, Maiden Lane with excessive numbers of quick stop spots (fast food)
Circulation	Interior roads don't connect to allow bypass of major roadways
All Streets	Too many red light runners, some due to poorly control intersections and intervals.
Overall	Bicycle/car etiquette not recognized
North Wenatchee Ave	Not known cross walks on north end
Pedestrian	Walking areas ➤ Narrow or no sidewalks ➤ Too many driveways ➤ Inattentive drivers
Maiden Lane Wenatchee Ave	Maiden Lane & Wen Ave intersection too crowded
Overall	I bicycle commute & the issue is a safe place to ride
Overall	I wonder if there is a way for a technological fix to trip light changes for bicycles that don't register on the system designed to sense the presence of a vehicle
North Wenatchee Miller Maple	Intersection of 5 th and Miller & Maple and Wenatchee Ave are problematic
Overall	There are small changes that have a positive impact The improvement at Hawley and Walnut (Sonic Corner) has substantially improved traffic flow in that area
North Wenatchee Ave	The area between Denny's and the entrance to Wal-Mart is probably the most congested - people coming out of restaurants and businesses turning south on Wenatchee Avenue have a hard time making that turn
Olds Station	The olds station industrial park is growing fast (new businesses



ATTACMENT 2
North Wenatchee Avenue Transportation Master Plan
September 23, 2009
Open House-Comments Submitted on Forms

	going up) and it is expected that the traffic flow and accessibility will get worse
North Wenatchee Ave	Sometimes having to wait getting out of Graybeal Signs where I work or any other business along North Wenatchee Avenue. It is only a problem because we have become a much too fast, impatient society.
Wenatchee Avenue	Watching tractor/trailer semis having problem turning on or off the avenue
<i>What Types of Improvement projects do you think are most needed?</i>	
Overall	Don't berm snow in median
North Wenatchee Ave	Don't let Link stop on N. Wen Ave
Overall	Don't shrink traffic lanes for bike lanes
Wenatchee River Crossing	Build another bridge over the Wen River Don't have the \$? How much has been blown on Link and the event center? We could have a bridge by now instead of building empires! Shut down Link and put the \$ to good use.
River crossing	Another bridge or 2 to get in and out of Wenatchee
Mission	Traffic separation from three and Mission traffic
Overall	Public transit that encourages people to ride rather than drive
Overall	Connecting or alternate roads off main corridor
Overall	Light cycle timing needs adjustments
Overall	Find alternative routing for some commercial trucks
North Wenatchee Ave North Miller Olds station	Make N. Wen Ave I-way into town. New I-way road & bridge going north following N. Miller & trail to old station interchange area.
Columbia St	Pave Columbia Street
Overall	Provide x-walk flashing lights at crosswalks downtown for safety
	State Highway moved to Douglas County
Miller St	Improve ability of bicycle to get thru 5 th and Miller intersection
Overall	Enlarging corner radius for trucks. Fruit/commercial trucking is a large part of our economic base in this valley.
North Wenatchee Ave	At high traffic back up areas, Wendy's-Starbucks-EZ's Burger, etc. Right turn only
<i>What other comments do you have to help guide the development of the Transportation Master Plan for the corridor?</i>	
Overall	Overall the city is not pedestrian friendly ➤ Sidewalks often poor quality ➤ Sidewalks missing in areas



ATTACMENT 2
North Wenatchee Avenue Transportation Master Plan
September 23, 2009
Open House-Comments Submitted on Forms

	➤ The few places to cross streets ➤ Need sound system to alert hearing impaired
Fifth St	5 th street in front of WVC is too dangerous with the campus parking on both sides of the street.
Overall	Need a bypass route for the big truck traffic trying circumvent the city
Overall	Better synchronization signal lights with the use of earlier sensors and computer/sw logic.
Overall	Question: with the emphasis of smaller more fuel efficient cars, what impact will that have on the plans?
Overall	It would be desirable to have more N-S through streets in addition to Western, Miller, Chelan, Mission, and Wenatchee Ave
George Seller Bridge	Be sure to include the current plan to fix the entrance to the George Seller Bridge at the south end of town.
Overall	Even though it would be costly, how about a by-pass road through the Western foothills?
	Great ideas are being generated. It's great to see so many agencies working towards some of the same goals. And it's very refreshing to see the inclusion of the public and to allow for input into the decision making and planning.
Overall	The issues <u>Traffic Operations</u> under "Identified Issues" cover the improvement issues almost completely.
Overall	Also the <u>Transportation Safety</u> issue is identified
Hawley St North Wenatchee Ave Overall	I think that too many times we (society) tend to worry or try to do something based on the exception rather than the rule. Examples: • Turning left, going south at Hawley Street with traffic backed up because of the train crossing • Not being able to get out of a business driveway immediately • Having to wait in left turn lane to turn left or moving right into traffic pattern • Going to work or going home "traffic jam" People need to slow down and relax and try to smell the roses through the diesel fumes.
Overall	I think we worry too much about bicycle traffic and try to create "bike lanes" where there shouldn't be. Perhaps some cross corridors to cross Wenatchee Avenue, BUT NOT a



ATTACMENT 2
North Wenatchee Avenue Transportation Master Plan
September 23, 2009
Open House-Comments Submitted on Forms

	bike lane traveling parallel to vehicle traffic on a street (state highway) with growing traffic and "safety concerns" (your words). The number/percentage of bikers compared to vehicles should give you a clue, which can relate to my first comment about exceptions.
Overall	MY BIGGEST CONCERN IS DOING ANYTHING THAT WOULD HARM BUSINESS REVENUE INCOME IN ANY WAY. BUSINESSES CREATE SALES AND PROPERTY TAX INCOME FOR ALL GOVERNMENT ENTITIES. Cities and Counties DO NOT have enough income now to do what they need to do and the Citizens want or expect them to do.
Wenatchee River Bridge	Cantilever bikes/peds on Wen River Bridge
North Wenatchee Ave	No left turns out of Wendy's both sides
Overall	Engineer for trucks & their weight
Horselake Rd	Devoted thru-route above tracks, start mouth of Horselake Rd
Overall	clover leaf to the west just south of bridge
North Wenatchee Avenue	Bus comes down to Walla Walla Park on regular route.
Email	
Overall	I drive the North Avenue daily to work. I go early, 6:15 am which makes for fast traveling. However, some of your street lights could be set a little better to favor the avenue traffic. If someone comes to the lights from the cross streets, east/west, they get the traffic light very quickly. Also some of the turn lanes such as the one that turns off the avenue northbound turning left onto Maple often has no traffic when there is traffic backed up headed south on the avenue. These concerns might more properly belong to the city.
Overall Wenatchee River Crossing	Concerning safety and congestion it will only get worse with the new motel. I do not see any solution to that issue because the road serves a great many vehicles with no other alternative to cross the Wenatchee River. Our forefathers get an F for planning with only 4 lanes out of the city. It has the potential for a dangerous situation someday with traffic backups and ambulances needing access or even an evacuation of some kind. I think we are all going to have to get used to longer travel times as there is no space to widen the road if the bridge was to be widened. I think some building is allowed to be placed too close to the road such as the Washington Trust Bank. It



ATTACMENT 2
North Wenatchee Avenue Transportation Master Plan
September 23, 2009
Open House-Comments Submitted on Forms

	would be ideal if traffic needing to cross the avenue during peak travel times could access a road with a light. But I do not know how that could be done. It is the east side of the avenue that has such difficulty accessing the avenue
Overall	If the business community and the schools could be coordinated, the traffic on all our roads could be less congestive between 3 pm-6 pm. That might save building more roads and bridges. If you have lots of Obama Bucks you could have a large pipe carrying traffic into the Columbia River & South to where ever these folks go.
Overall	The green belt between Horse Lake Rd & Maiden was long overdue but has really improved the entrance to the city. So has the addition of pine trees near the clover leaf entrance. Evergreens are a great feel especially in the Winter months when deciduous trees are denuded. Small strips of grass and trees help make the Ave attractive. We are getting more with the new building going on.
Overall	Our traffic is so light compared to the west side. We are such whiners



ATTACMENT 3
North Wenatchee Avenue Transportation Master Plan
September 23, 2009
Open House-Comments Submitted on Maps

Map 1

Intersection	Note
All Streets	Have turns outs at all bus stops so the buses do not impede traffic while loading and unloading passengers.
All Streets	Enforcement of traffic speed and turns
North Wenatchee Avenue	Fewer access points thru out corridor
North Wenatchee avenue & North Miller Street	Concern regarding speed around free right. Maybe just stop right turn at signal to provide gaps
North Wenatchee Avenue	Sidewalks on North Wenatchee Avenue need to be sep'ed from traveled roadway
North Wenatchee Avenue	Traffic from Starbucks, etc cut through to get to North Wenatchee Avenue
Hwy 285 north of Duncan Road	I think removing sidewalks and adding a cantilever would add a vehicle lane to the bridge to improve flow. If do this, should make provision for a way for pedestrians to get to Sunnyslope
Maiden Lane & Chathouse Hills	Improve walking and bike access
Olds Station & Looptrail	Improve walking and bike access

Map 2

Intersection	Note
Maple Street & N. Wenatchee Avenue	Bike crossing issue
N. Miller Street & 5 th Street	Bike crossing issue at intersection
N. Wenatchee Avenue (South of 5 th Street)	No left turns until you get to 5 th , forces people northbound to feed the traffic jam
Poplar Avenue (between 5 th and 9 th Street)	Move bike path off of 5 th – college parking blocks on street. Move bike lane to 9 th ? 9 th & Miller is an easier intersection and you can get down to riverfront path.



Map 3

Intersection	Note
Wenatchee Avenue South of 5 th street	Allow left turns on Wenatchee Avenue south of 5 th street.
Wenatchee Avenue South of Miller	Truck traffic on Wenatchee Avenue south of Miller – Can they be removed? Trucks – move to another corridor
N. Miller Street & Maple Street	Short crossing time and poor ramps. Free right turn danger pedestrian crossing to Walla Walla
Between Maple Street & Springwater Avenue	Concert over ADA for bikes slipping
Between Springwater Avenue and 5 th Street	Heater crosswalks for winter
North Wenatchee Avenue	Move the state highway to East Wenatchee and turn North Wenatchee Avenue into strictly a city street
	Additional Wenatchee River bridge

Map 4

Intersection	Note
None	None

Map 5

Intersection	Note
North Wenatchee Avenue	No link stops on North Wenatchee Avenue
Wenatchee River Crossing	Multi lane bridge with pedestrian and bike lane
North Wenatchee Avenue	One way. Add additional one way north bound lane to the east of North Wenatchee Avenue.

Additional Notes –

- Build bridges not busses.
- Don't berm snow in median.
- Add One way overpass.
- Increase Capacity? More lanes!
- Could the trolley stay on North Wenatchee Avenue/Miller? Or come in one side of Taco Bell and go out the other?



Project Comment Form

Your input is very valuable! Please provide your comments in the space below (use the back page if you need more space) and return to the comment form box, or by faxing, mailing, or emailing them back using the contact information below:

Wenatchee Valley Transportation Council
300 South Columbia Street, 3rd Floor
Wenatchee, WA 98801
Fax: 509.663.2022
Email: kathy@wvtc.org

What types of transportation issues do you experience in the corridor?

Horse CRd / Maeder Lane - effectively arterial (Dawn Terrace - pair)

What types of improvement projects do you think are most needed?



What other comments do you have to help guide the development of the Transportation Master Plan for the corridor?

- Overall the city is not pedestrian friendly.
 - sidewalks often poor quality.
 - sidewalks missing in areas.
 - too few places to cross streets.
 - need sound system to alert hearing impaired.
- 5th street in front of WVC is too dangerous with the carparking on both sides of the street.
- Need a bypass route for the big truck traffic to bypass circumvent the city.
- better synchronize signal lights with the use of camera sensors and computer/su logic
- Question: with the emphasis of smaller more fuel efficient cars, what impact will that have on the plans.
- It would be desirable to have more N-S through streets in addition to Western, Miller, Chelan, Mission, Wenatchee ave.
- Be sure to include the current plan to fix the entrance to the George Sella Bridge at the south end of town.
- even though it would be costly, how about a ~~road~~ bypass road through the western foothills.



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What types of transportation issues do you experience in the corridor?

CROSSING Highway (walking) time to cross too short
Current intersections seem to be sub-standard for Truck wghts
(Stopping + starting) with sunken road stripes

What types of improvement projects do you think are most needed?



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What types of transportation issues do you experience in the corridor?



Gridlock!

What types of improvement projects do you think are most needed?

Don't berm snow in median

Don't let Link stop on N. Wen. Ave

Don't shrink traffic lanes for bike lanes

Build another bridge over the Wen. River
Don't have the \$? How much has been blown on Link & the event center? We could have a bridge by now instead of building empires! Shut down Link & put the \$ to good use.

Make N. Wen. Ave 1-way into town. New 1-way

road & bridge going North following N. Miller & trail to old station interchange area.



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Wenatchee, WA 98801
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Email: kathy@wvtc.org

What types of transportation issues do you experience in the corridor?

1- the need to move a large volume of traffic and business needs and how to find a balance - the need to be able to get in and out of North Ave businesses is critical.

2-

What types of improvement projects do you think are most needed?

- 1 - traffic separation from thru and business traffic
- 2 - public transit that encourages people to ride rather than drive
- 3.



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Wenatchee, WA 98801
Fax: 509.663.2022
Email: kathy@wvtc.org

What types of transportation issues do you experience in the corridor?

Too much congestion in North End, Maiden Lane
with excessive numbers of quick stop spots (fast food)

Interior roads don't connect to allow bypass of
major roadways.

Too many red light runners some due to poorly
control intersections and intervals

Bicycle/can etiquette not recognized

Not enough cross walks on North End

What types of improvement projects do you think are most needed?

Connecting or alternate roads off main corridor.

Light cycle timing needs adjustment

Find alternative routing for some commercial through

PAVE COLUMBIA STREET!!

Provide X-WALK FLASHING LIGHTS AT CROSS WALKS
Downtown for safety



SR 285 North Wenatchee Avenue
Transportation Master Plan



WVTC

What other comments do you have to help guide the development of the Transportation Master Plan for the corridor?

GREAT IDEAS ARE BEING GENERATED.
IT GREAT TO SEE SO MANY AGENCIES
WORKING TOWARDS SOME OF THE SAME
GOALS. AND IT'S VERY REFRESHING
TO SEE THE INCLUSION OF THE PUBLIC
AND TO ALLOW FOR INPUT INTO THE
~~DECISION~~ DECISION MAKING AND PLANNING.

SR 285 North Wenatchee Avenue
Transportation Master Plan



WVTC

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Wenatchee, WA 98801
Fax: 509.663.2022
Email: kathy@wvtc.org

What types of transportation issues do you experience in the corridor?

Walking areas - narrow or no
sidewalks
- Too many driveway
- inattentive drivers

Maiden Lane & Wen. Ave. intersection
Too crowded

What types of improvement projects do you think are most needed?

State Highway moved to ~~5th~~ Douglas County



Project Comment Form

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Email: kathy@wvtc.org

What types of transportation issues do you experience in the corridor?

I bicycle commute & the issue is a safe place to
ride.
Intersections of 5th & Miller
& Maple & Wenatchee Ave are problematic

I wonder if there may be a technological fix to
trigger light changes for bicycles that don't register on
the system designed to sense the presence of a vehicle.

What types of improvement projects do you think are most needed?

Improve ability of bicycles to get thru 5th & Miller
intersection



SR 285 North Wenatchee Avenue
Transportation Master Plan



Project Comment Form

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Wenatchee, WA 98801
Fax: 509.663.2022
Email: kathy@wvtc.org

What types of transportation issues do you experience in the corridor?

THE AREA BETWEEN DENNY'S AND THE ENTRANCE TO WAL-MART IS PROBABLY THE MOST CONGESTED PEOPLE COMING OUT OF RESTAURANTS & BUSINESSES TURNING SOUTH ON WENATCHEE AVENUE HAVE A HARD TIME MAKING THAT TURN.
THE OLDS STATION INDUSTRIAL PARK IS GROWING FAST (NEW BUSINESSES GOING UP) AND IT IS EXPECTED THAT THE TRAFFIC FLOW AND ACCESSIBILITY WILL GET WORSE.
THERE ARE SMALL CHANGES THAT HAVE A POSITIVE IMPACT. THE IMPROVEMENT AT HAWLEY AND WALNUT (SONIC DRIVE) HAS SUBSTANTIALLY IMPROVED TRAFFIC FLOW IN THAT AREA.

What types of improvement projects do you think are most needed?

THE ISSUES TRAFFIC OPERATIONS UNDER IDENTIFIED ISSUES ABOUT THE IMPROVEMENT ISSUES ALMOST COMPLETELY.
ALSO THE TRANSPORTATION SAFETY ISSUES IDENTIFIED.

Kathy Bruno

From: Nick Manzano
Sent: Friday, September 25, 2009 9:10 AM
To: Kathy Bruno
Subject: FW: North Wenatchee Avenue planning

From: Cordy Beckstead [mailto:cordy@becksteadelectric.com]
Sent: Monday, September 21, 2009 6:51 AM
To: Nick Manzano
Subject: North Wenatchee Avenue planning

I drive the North Avenue daily to work. I go early, 6:15am, which makes for fast traveling☺ However, some of your street lights could be set a little better to favor the avenue traffic. If someone comes to the lights from the cross streets, east/west, they get the traffic light very quickly. Also some of the turn lanes such as the one that turns off the avenue northbound turning left onto Maple often has no traffic when there is traffic backed up headed south on the avenue. These concerns might more properly belong to the city.

Concerning safety and congestion it will only get worse with the new motel. I do not see any solution to that issue because the road serves a great many vehicles with no other alternative to cross the Wenatchee River. Our forefathers get an F for planning with only 4 lanes out of the city. It has the potential for a dangerous situation someday with traffic backups and ambulances needing access or even an evacuation of some kind. I think we are all going to have to get used to longer travel times as there is no space to widen the road if the bridge was to be widened. I think some building is allowed to be placed too close to the road such as the Washington Trust Bank. It would be ideal if traffic needing to cross the avenue during peak travel times could access a road with a light. But I do not know how that could be done. It is the east side of the avenue that has such difficulty accessing the avenue.

Thank you for your expertise.
Sincerely,
Elisabeth Beckstead

Kathy Bruno

From: Nick Manzano
Sent: Friday, September 25, 2009 8:46 AM
To: Lisa Parks; Kathy Bruno
Subject: FW: Traffic etc on the Ave

Fyi. A citizen comment! I have replied to this already.

-----Original Message-----

From: Jan Theriault [mailto:jtheri007@verizon.net]
Sent: Wednesday, September 23, 2009 9:16 PM
To: Nick Manzano
Subject: Traffic etc on the Ave

Just an idea or two:

If the business community & the schools could be coordinated the traffic on all our roads could be less congestive between 3PM-6PM. That might save building more roads & bridges. If you have lots of Obama Bucks you could have a large pipe carrying traffic into the Columbia River & South to where ever these folks go.

The green belt between Horse Lake Rd & Maiden was long overdue but has really improved the entrance to the city. So has the addition of pine trees near the clover leaf entrance. Evergreens are a great feel especially in the Winter months when deciduous trees are denuded. Small strips of grass & trees help make the Ave attractive. We are getting more with the new building going on.

Another thought...Our traffic is so light compared to the West side.
We are such whiners.
Jan Theriault

SR285 North Wenatchee Avenue Transportation Master Plan - Comments

WHAT TYPES OF TRANSPORTATION.....?

Sometimes having to wait getting out of Graybeal Signs where I work or any other business along North Wenatchee Avenue. It is only a problem because we have become a much too fast, impatient society. Watching tractor/trailer semis having a problem turning on or off the avenue.

WHAT TYPES OF IMPROVEMENT.....?

Enlarging corner radius for trucks. Fruit/commercial trucking is a large part of our economic base in this valley. At high traffic back up areas, Wendy's – Starbucks – EZ'S BURGER, etc. RIGHT TURN ONLY.

WHAT OTHER COMMENTS.....?

I think that too many times we (society) tend to worry or try to do something based on the exception rather than the rule. Examples:

- 1 - turning left, going south at Hawley Street with traffic backed up because of the train crossing
- 2 – not being able to get out of a Business driveway immediately
- 3 – having to wait in left turn lane to turn left or moving right into traffic pattern
- 4 – going to work or going home “traffic jam”

People need to slow down and relax and try to smell the roses through the diesel fumes.

I think we worry too much about bicycle traffic and try to create “bike lanes” where there shouldn't be. Perhaps some cross corridors to cross Wenatchee Avenue, BUT NOT a bike lane traveling parallel to vehicle traffic on a street (state highway) with growing traffic and “safety concerns” (your words) . The number/percentage of bikers compared to vehicles should give you a clue, which can relate to my first comment about exceptions.

MY BIGGEST CONCERN IS DOING ANYTHING THAT WOULD HARM BUSINESS REVENUE INCOME IN ANY WAY. BUSINESSES CREATE SALES AND PROPERTY TAX INCOME FOR ALL GOVERNMENT ENTITIES. Cities and Counties DO NOT have enough income now to do what they need to do and what the Citizens want or expect them to do.

Dick Woods – 670-6174



SR 285 North Wenatchee Avenue
Transportation Master Plan



WBJ - Go to press last Tuesday
of the month...
- Business Calendar
1st Monday is Public WVTC

What other comments do you have to help guide the development of the Transportation Master Plan for the corridor?

- ① Cantilever bikes/peds on Wen. River Bridge
- ② No left turns out of Wendy's - both sides

Engineer for trucks & their weight

Jim Bailey - Wenatchee City Council

Yvette Davis - WBJ

- Elevated thru-route above tracks, Start north of Horselake Rd. clover leaf to the west just South of Bridge.
- Bus come down to Walla Walla Park on regular route



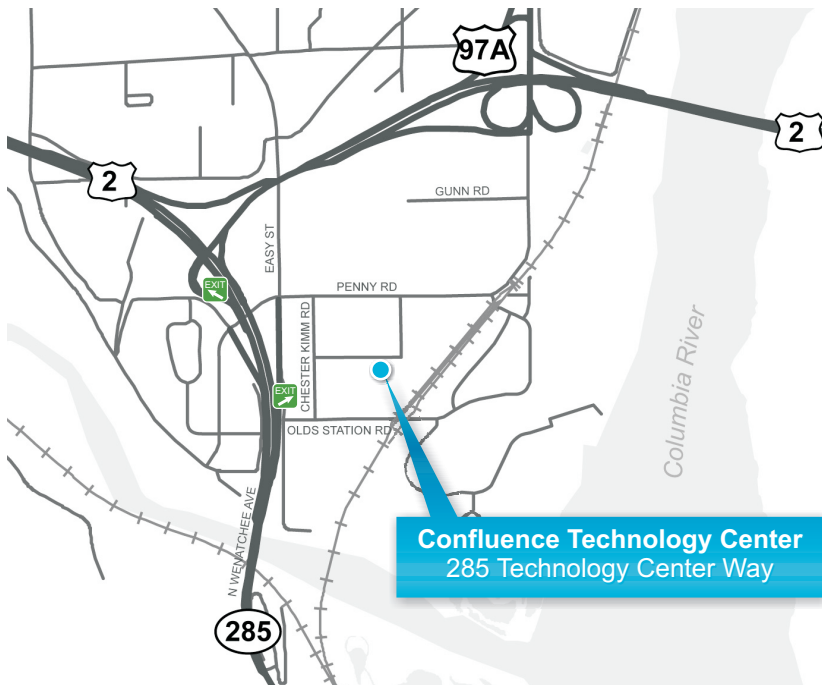
Public Open House & Workshop

Thursday, February 25, 2010 ~ 5:00 to 8:00 PM
Confluence Technology Center (CTC)

The Wenatchee Valley Transportation Council invites you to attend a Public Open House & Workshop to explore the alternative proposals to improve transportation within the North Wenatchee Avenue corridor. Through informational displays and small, informal group discussions, you will have the opportunity to provide early input on preliminary options and recommendations.

Please attend and share your ideas and preferences for ways to reduce traffic congestion, enhance safety, and improve access to businesses on this important community transportation corridor.

Your ideas are VITAL to finding successful, local solutions to these issues!



For additional information please contact:

Wenatchee Valley Transportation Council
Jeff Wilkens
Executive Director
jeff@wvtc.org
509.663.9059





**SR 285 North Wenatchee Avenue
Transportation Master Plan: Public Open House #2
Thursday, February 25, 2010~ 5:00 to 8:00 PM
Confluence Technology Center (CTC)**

The Wenatchee Valley Transportation Council (WVTC) invited the community to a second open house and workshop to explore alternative concepts to improve transportation within the North Wenatchee Avenue corridor. This event was held at the Confluence Technology Center located in the Olds Station Industrial/Business Park area. The meeting was broadly advertised by local media, via both radio and newsprint. WVTC also made brief presentations to advertise the meeting at the city and county Planning Commissions, Chamber of Commerce, Wenatchee Downtown Association, and other groups in the weeks in advance of the Open House. Notice of the meeting was also mailed to property owners and businesses in the study corridor. In addition, the meeting notice was included on the WVTC project web site.

This open house and workshop was a follow up to the first open house held in September, 2009, where the community was introduced to the project and contributed ideas and comments on transportation issues in the corridor and possible improvement strategies. During this second event attendees had the opportunity to review and discuss, through small group work sessions, preliminary options and concepts for the corridor both north and south of the Wenatchee River. The concepts presented were a result of the information gleaned from the first open house and through technical information provided by staff and the consultant team. Materials from the open house meeting are posted on the project web page at WVTC.org.

The meeting format included an opportunity for the public to review displays showing the progression of the Study. Larry Toedtli, of Transpo Group presented a general overview of the purpose of the meeting, and a review of the evolution of the study, emphasizing the importance of public review and input throughout the process. He went on to give an overview of the improvement concepts. The audience then divided into working groups at tables to express their likes and dislikes of the concepts, including roadway improvements, non-motorized facilities, and regional transit service. The group discussions and comments were recorded by project staff and volunteers and reported to the entire audience at about 7:00 p.m.



Attendees, including those that chose not to participate in the small group discussions, were provided comment sheets and encouraged to provide their opinions and observations, either before leaving for the evening or at some later date. This summary includes comments provided at the meeting as well as those received through March 26, 2010. Consultants and Wenatchee Valley Transportation Council staff were available both before and after the meeting to answer questions.

Over 50 community members, along with representatives from local agencies, attended the second open house and workshop. More than half of those attending stayed to participate in the small group work session and provided specific input on the different concepts currently under consideration. This input will be used, along with additional technical review and analysis, in developing a preferred concept to be presented to the Wenatchee Valley Transportation Council. The comments from the small group discussions have been combined and are noted below.

What Did We Hear from the Community via the Workshop Discussion?

North of the Wenatchee River

- A. *What do you think of reconfiguring US 2 to be a continuous east-west highway connecting to/from Douglas County instead of connecting to SR 285 and the City of Wenatchee? What are your reactions to having Easy Street become an extension of N Wenatchee Avenue to connect the City of Wenatchee with US 2, Olds Station and Sunnyslope?*

General Comments

- Motorized is focus; non-motorized should be secondary
- Run road through Port property road
- People are already using Penny Road to bypass Easy Street /US 2 to go east or north

North Concept 1: Realign US 2

- Easy St. is not really an extension of N Wenatchee Avenue, especially at the bridge, due to topography.
- Would extend congestion north to Easy Street



- Concept N-1 drops traffic into Olds Station; is this better for development?
- Is reconfiguring Easy Street /Hwy 2 a priority?
- Signals would result in additional delays along Easy Street
- Potential economic impacts on west side of Easy Street with added traffic and congestion
- Bottlenecks would occur at new interchange ramp signals
- Concept N-1 just moves the issue north
- Easy Street would turn into N Wenatchee Avenue south of the river
- Optimum-can we take traffic off of 285 sooner?
- New Wenatchee River Bridge needed to bleed traffic off
- Likes idea of streamlining traffic flow on US 2
- Adds traffic signals to northbound N Wenatchee Avenue to go to Hwy 2 and to Douglas County, potentially resulting in additional delays
- Could cause access problems to businesses along Easy Street
- Signals at off ramps could cause congestion and not relieve congestion and could cause a bottleneck
- Good improvement to through traffic on Hwy 2

Concept 2: Modify US 2/ Easy Street Access

- Still creates a bottleneck at Easy Street at signals for on/off ramp
- Everything looks good except access from US 2/97 to N Wenatchee Avenue south of the river
- Too complicated/confusing
- Concept N-2 Improves things with less cost
- Like staying on highway more; bypassing traffic signals and intersections; more free flowing
- Consensus from one group that concept N2 was better than N1

B. Which are a better route/location of a new trail: north of the river, or just south of US2 to Lower Sunnyslope Road and why?

- Beautiful along river
- Preference for concept N-2N concept
- Concept N1N--too chopped up
- Cost of trail should be a big consideration
- Aesthetics of trail at the river



- Concept N2N concept is more independent of roadway options which is good
- Concept N2N has less impact on future development; there would be less development along the river
- Trails should be along river

South of the Wenatchee River

What do you think of building a bypass to serve through traffic to downtown versus making changes to existing N Wenatchee Avenue corridor to improve traffic flow and safety?

General Comments

- Either concept would impact businesses in the corridor
- Big rig issues with frontage roads-won't work
- People would be arriving at back door not the front door with the circulation roads east of N Wenatchee Avenue
- Not a good balance of impacts to serve Wendy's/Starbucks
- Siding road just south of bridge, is the cost worthwhile?
- Not well planned-Starbuck's/Wendy's
- Lots of roads-too much cutting up of the properties
- Local circulation roads will spread traffic out

Concept 3: Modified and Restricted Access on N Wenatchee Avenue with Additional Circulation Routes

- Even adding capacity west of N Wenatchee Avenue, will still cause congestion on N Wenatchee Avenue at Maiden Lane
- Concentrates everything at Maiden Lane / N Wenatchee Avenue intersection
- People currently already use local streets west of N Wenatchee Avenue to bypass N Wenatchee Avenue; does not change much
- Taking out a lot of expensive properties
- People dislike Pershing Street expansion/extension
- Doesn't do much to speed up right turns off of N Wenatchee Avenue



- Removing traffic signal at Horse Lake Road would impact truck access; more trucks on Maiden Lane
- S-3: Wal-Mart trucks would need to use Maiden Lane
- S-3: for what you gain it's not worth it
- Out of the way travel would result with closure of Horse Lake Road intersection (fruit trucks)
- Farm up Horse Lake Road; removing traffic signal at Horse Lake Road would be a problem
- Concept S-3 is a band-aid
- S-3 Most impact on businesses; congestion, no left turns allowed
- Concept 3: North end issues with congestion
- Stella Avenue could be an alternative to bypass N Wenatchee Avenue
- Move traffic to Pershing/Princeton. Spreading it out is good
- Pershing is an expensive and high impact improvement
- Horse Lake Road Closure issue
- Lots of new roads planned-expensive; cuts up prime retail land

Concept 4: Develop Through traffic Bypass and New Circulation Roadways

- Bypass is liked by some
- Bypass is a solution-holds value
- Bypass would displace some and result in some redevelopment
- S-4 More expensive, better concept; can we move it to east side of railroad tracks?
- Generally more support for S-4
- Move traffic to Pershing/Princeton. Spreading it out is good
- Concept S-4 is less disruptive to existing traffic but bypass will require all of the money at once
- Like the bypass will help the most.
- The routes west of N Wenatchee Avenue already allow options
- Intersection of Miller Street & N Wenatchee Avenue could still be a big concern
- Concept 4 seems to be less disruptive alternative than the others
- Right-of-way could be expensive
- Concept 4 is preferred
- Extend one-way couplet all the way to north end of corridor



— Can we take bypass to east side of railroad tracks?



What Have We Heard from the Community via the Comment Forms?

Below are the comments received from the comment forms that were turned in the evening of the open house and workshop and that have been turned in through March 26, 2010.

1. North of the Wenatchee River

- A. What do you like or dislike of each of the **roadway** concepts for north of the Wenatchee River?

North Concept 1:

- Too many traffic lights
- Access to/from School Street needs improvement as it is too close to highway entrance and it blends with the highway. It is too dangerous.
- No time to comment on N. Wenatchee River situation. Whatever we do will be at great cost and disturbance to the traveling public.

North Concept 2:

- Traffic flow from Douglas County/Hwy2 to N Wenatchee Avenue is very poor
- Better plan to continue with traffic towards Cashmere
- Don't close School St. unless there is another access that is safe and close to/from Sunnyslope. The idea to take everyone through Easy Street through added stop lights is cumbersome for so many people.

- B. What do you like or dislike of each of the **non-motorized and transit system** concepts for north of the Wenatchee River?

North Concept 1: Better plan with trail along the Wenatchee River and connecting the loop trail to the east.

North Concept 2: *No additional comments to date*

- C. What other comments do you have on the concepts for north of the Wenatchee River?

No additional comments to date



2. South of the Wenatchee River

- A. What do like or dislike of each of the **roadway** concepts for south of the Wenatchee River?

South Concept 3:

- Disruption to communities west of N Wenatchee Avenue,
- Don't close Horse Lake Road
- We totally are against concept 3. There would still be a traffic jam at Maiden Lane and a dead end at Springwater would not solve any traffic jam problems. This plan will not solve any long range traffic problem.
- This concept looks like a maize and we are totally against concept 3. Wouldn't solve any problems at Maiden Lane and who would find the dead end at Springwater and wouldn't solve any problems at all. There is no thought to long range traffic problems.
- (Dislike) I don't see the benefit of running Pershing Street from McKittrick through a stable housing subdivision onto Walnut Street. There is less impact to residential through the orchard to the north of Walnut Street to connect to Maiden Lane Western Street will be the larger access to currently under developed residential sites.
- How would people access Western Avenue coming from Leavenworth, Cashmere, Monitor, Sunnyslope? Again having to fight traffic and stop lights for so many is detrimental. An overpass over the underpass would be a better alternative 9with no lights).
- Don't like anything, it's a bad plan. Removing traffic light at Maple would hamper Fire station, middle school and grade school, and Senior Center traffic.
 - o Removing signal at Hose Lake Rd and Wenatchee Ave would direct traffic to Maiden Ln., which would be destructive.
 - o This concept for N, Wenatchee Ave would disturb traffic flow during construction and be a real mess!
 - o What could be done is to combine some driveways, making it safer for vehicles entering and leaving the avenue.

South Concept 4:

- Pretty good idea



- We would go along with concept 4 except road should tie into Miller and extend to 9th St. This is the long range plan that Wenatchee needs and only one takes care of any more population growth.
- This is the plan we would like to see go into effect. A long range plan would be concept #4 and is something that would solve traffic problems for years.
- Like plan. A bypass for the Avenue from the bridge to Miller Street will move all traffic not visiting that area. It will also give access getting to the Arena and Waterfront. Good Idea...Also improving the condition of Walnut Street will help traffic flow by dividing the east-west movement to Western Street
- Over pass seems like a good idea to ease congestion
- This concept is probably the most expensive, but, I really favor it. The bypass could be built with least amount of disturbance on traffic on N Wenatchee Ave. When completed it would relieve the traffic tremendously.
- Don't do anything on Wenatchee Ave until bypass is in place.
- The Hawley St. underpass is a major project, and expensive, but believe it is warranted. It would provide much better access to waterfront, Town Toyota Center, Wal-Mart, etc. Walla Walla Park
- Railroad would like idea of closing N. Miller surface crossing, it would give the project more clout for building a bypass along the tracks, a good bargaining concept!

B. What do you like or dislike of each of the **non-motorized and transit system** concepts for south of the Wenatchee River?

South Concept 3:

- In favor of Plan S-3N which would continue the intercity transit route in front of our business. Any further encroachment on our property would be devastating as there is only marginal room available. Please do what you can to help small business survive in these difficult economic times. We are happy to support improvements in our beloved Wenatchee valley.
- Not as desirable as S-4R. Too much disturbance along N. Wenatchee Ave



- Appears to affect Pershing St traffic along with other streets; that would burden them and be unpopular
- Removing traffic signal at Maple and Wenatchee Ave is not good

South Concept 4:

- Not in favor of re-routing public transportation
- This appears to be similar to S-4R and has much more disturbance on Wenatchee Ave. Because of latter, I prefer S-4R concept.
- Not quite sure why 2 overpasses are needed. Do they tie into city bicycle routes?
- Why is a new transit Center being constructed? We have a nice transit center on S Wenatchee Ave? So why do we need another one?

C. What other comments do you have on the concepts for south of the Wenatchee River (use extra sheets if needed)

- Let's start talking about driving efficiency. There are many things we could do to improve flow pretty cheaply if we talked about it as a community, use of left turn lane, restrict trucks during busiest hours, work start finish times (schools too)
- I commend Transportation Council for their fine displays of the different concepts. I have lived in Wenatchee for 50 years, traveled N. Wenatchee Ave hundreds of times and have seen the traffic get progressively worse. So, agree something needs to be done! Lastly, I've observed and lived through several revisions to the Ave. and thus believe the bypass concept, S-4R, is the best solution. We don't need to tear up N. Wenatchee Ave. again. I'm sure all the merchants along this stretch would agree.

North of the Wenatchee River

-
- This image shows a full page of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page, providing a template for handwriting practice or general writing. There are no margins, text, or other markings on the page.

North of the Wenatchee River

-
- This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.













Project Comment Form Open House and Workshop

Your input is very valuable! Please provide your comments in the space below (use the back page if you need more space) and return to the comment form box, or by faxing, mailing, or emailing them back using the contact information below:

Wenatchee Valley Transportation Council
300 South Columbia Street, 3rd Floor
Wenatchee, WA 98801
Fax: 509.663.2022
Email: kathy@wvtc.org

2. South of the Wenatchee River

A. What do you like or dislike of each of the **roadway** concepts for south of the Wenatchee River?

→ Exhibit S-3R

South Concept 3: Don't like anything, and believe it's a bad plan.

1. Removing traffic light at Maple and Wen. Ave. is poor idea. The fire department sta., Foothills M.S., Sr. Center & Lincoln Grade school all use this intersection. Removal of signal would hamper/slow down such traffic.
2. Removing traffic signal at Horse Lk. Rd. and Wen. Ave. would put all traffic to Maiden Ln., which would be destructive to say the least.
3. This concept for N. Wen. Ave. would disturb traffic flow during construction and be a real mess!
4. What could be done is to combine some of driveways, making it safer for vehicles entering & leaving the Avenue.

South Concept 4: Exhibit S-4R

1. This concept is probably the most expensive, but, I really favor it. The bypass could be built with least amount of disturbance of traffic on N. Wen. Ave. When completed it would relieve the traffic on N. Wen. Ave. tremendously!
2. Don't do anything on ~~bypass~~ Wen. Ave. until bypass is in place!
3. The Hawley St. Underpass is a major project, and expensive, but believe it is warranted. It would provide much better access to Water front, Town Toyota Center, Wal Mart, etc. Walla Walla Park, also.
4. I'm sure Railroad Co. would like idea of closing N. Miller surface crossing. And give the project more clout for building bypass along the R.R. tracks - a good bargaining concept!!

SR 285 North Wenatchee Avenue
Transportation Master Plan



WVTC

B. What do you like or dislike of each of the **non-motorized and transit system** concepts for south of the Wenatchee River?

South Concept 3: Exhibit S-3N

1. Not as desirable as S-4R. Too much disturbance along N. Wen. Ave.!
2. Appears to affect Pershing St. traffic, along with other streets; that would burden them, and be unpopular.
3. Removing traffic signal at Maple and Wen. Ave. is not good. - see my comment #1 under Exhibit S-3R.

South Concept 4: Exhibit S-4N

1. This appears to be similar to S-4R and has much more disturbance on Wen. Ave. Because of latter, I prefer S-4R concept.
2. Not quite sure why 2 overpasses are needed. Do they tie-into City bicycle routes? Also, why is new transit Center being constructed? We have a nice transit center on S. Wen. Ave. So why do we need another one?

C. What other comments do you have on the concepts for south of the Wenatchee River? (use extra sheets if needed)

I commend the ~~Transit~~ Transportation Council for their fine display of the different concepts, I have lived in Wenatchee for 50yrs., traveled N. Wenatchee Ave 100's of times and have seen the traffic get progressively worse. So, agree something needs to be done! Lastly, I've observed and lived through several revisions to the Ave. and thus believe the bypass concept, S-4R, is the best solution. We don't need to tear up N. Wen. Ave., again. I'm sure all the merchants along this stretch would agree.

Thankyou, for allowing me to comment,

Signed: Ed. Loge, P.E.

1400- Central Ave. #1406
Wenatchee, WA. 98801
phone: 667-9326



SR 285 North Wenatchee Avenue
Transportation Master Plan



WVTC

**Project Comment Form
Open House and Workshop**

Your input is very valuable! Please provide your comments in the space below (use the back page if you need more space) and return to the comment form box, or by faxing, mailing, or emailing them back using the contact information below:

Wenatchee Valley Transportation Council
300 South Columbia Street, 3rd Floor
Wenatchee, WA 98801
Fax: 509.663.2022
Email: kathy@wvtc.org

1. North of the Wenatchee River

A. What do you like or dislike of each of the **roadway** concepts for north of the Wenatchee River?

North Concept 1:

Sorry, unable to take the time to comment on
N. Wen. River situation. What ever we do, will be
at great cost and disturbance to the traveling public.

move to S. Wen. River comments.
C.D. Sage, P.E.

North Concept 2:



- ### North Concept 1:

North Concept 2:

- C. What other comments do you have on the concepts for north of the Wenatchee River? (use extra sheets if needed)

no comment at this time

From: Website Form Submission [mailto:services@squarespace.com]
Sent: Friday, June 04, 2010 4:28 PM
To: Kathy Bruno
Subject: Form Submission - Comments and Questions widget

This email was transmitted via www.wvtc.org.

Submitted from address
pool-96-239-206-182.spknwa.dsl-w.verizon.net/96.239.206.182.

YOUR NAME: Brad McGarr

YOUR EMAIL: blmcgarr@gmail.com

Comments: I have been reviewing the updated plans for the Wenatchee Ave/Olds Station transportation redevelopment. I am very supportive of the Confluence Parkway idea, as it works well with adding emphasis to the riverfront, as well as adding another Wenatchee River Crossing.

However, I am concerned about the updated plan for the North end (Easy Street/Olds Station). I feel there is too much emphasis on keeping primary Sunnyslope access at Easy Street. I would propose moving the primary interchange providing access to Sunnyslope down US 2 to halfway between Lower Sunnyslope and School Street, utilizing the land along Downs Road to create the south end of the interchange. This would remove any requirement to move or extend Alvista place to provide access to the highway from Sunnyslope and direct highway-bound traffic away from the congested areas. Also, a note of concern is the plan also limits access to US 2/97 from CCFD Station 11 at Easy Street (assuming the plan doesn't tear it down). A better solution would be to utilize an overpass-intersection where currently planned for the Easy Street improvements, and instead making it a dual roundabout. I have created a Google Map to explain:

<http://maps.google.com/maps/ms?ie=UTF8&hl=en&msa=0&ll=47.46866,-120.332479&spn=0.032434,0.084372&t=h&z=14&msid=114432391238043866008.0004883bcf4f03074d170>

I do think using roundabouts would cut down on congestion and increase capacity for years to come.

--