



US 2 Upper Wenatchee Valley
TRANSPORTATION STUDY

Project Advisory Committee Meeting #1

Wednesday, February 27, 2019

11:30 AM – 1:30 PM

AGENDA ITEM #1: WELCOME & INTRODUCTIONS

In-Person participants

- Penny Mabie, EnviroIssues
- Nancy Smith, Leavenworth Chamber of Commerce
- Duane Goehner, Citizen, Friends of Leavenworth
- Chantell Steiner, City Administrator
- Craig Christiansen, Independent Warehouse Inc.
- Chief Kelly O'Brien, Chelan County Fire District #3
- Lauren Loeb sack, Link Transit
- Kendra Breiland, Fehr & Peers
- Kara Hall, Fehr & Peers
- Jeff Wilkens, Chelan-Douglas Transportation Council
- Scott Bradshaw, Leavenworth Planning Commission
- Sergeant Jason Reinfeld, Chelan County Sheriff
- Nick Manzano, WSDOT
- Paula Cox, Chelan County

In-person observing

- Bianca Popescu, Fehr & Peers
- George Mazur, WSDOT
- Lisa Popoff, WSDOT

On the phone

- Jim Mahiew, WSDOT
- Richard Moor, WSDOT

Penny reviewed the purpose of the meeting:

- Provide an overview of the project
- Inform stakeholders about the process
- Solicit input on transportation priorities along the corridor

- Solicit input on a shared vision for the plan
- Help form the development of the plan.
- Will be meeting five times until November.
- Will receive materials and will need to do work after meetings.
- The PAC was asked to communicate with their constituents and get feedback

AGENDA ITEM #2 – PAC CHARTER

Penny noted the charter serves as guidelines for how the team and the PAC will work together. She reviewed the draft.

- Ground rules to be productive
 - Start and end on time
 - Turn off phone
 - Your responsibility to ask questions when you don't understand
 - Listen respectfully and share air time
- Team will provide materials five days ahead of PAC meetings
- Intent is to make sure voices are heard

Question from PAC: Is there an expectation that PAC comments are being asked for within a five day turnaround? Response: No, if PAC comments are requested outside of meetings, a set comment period will be established.

AGENDA ITEM #2 – PROJECT OVERVIEW

- Solutions will be based on guiding principals
- Divided the corridor into four different segments with associated challenges and opportunities

Segment 1 – Coles Corner to Icicle Creek - Narrow, but low volumes and lowest collision density.

Segment 2 – Leavenworth - There is an opportunity to improve experience for all users, and parallel facilities, high interaction between modes, and multimodal safety is important. Jeff noted local accessibility can also be talked about

Segment 3 - East of Leavenworth to US 97 - Less constrained geography, served by transit, heavy queues seen during events and summer months, local access to business is challenging

Segment 4 – US 97 to Cashmere - Local access frontage roads, heavy traffic, low access (at intersections only)

AGENDA ITEM #3 – BALANCING USER NEEDS

The goal of this agenda item is to understand PAC member priorities as they pertain to each segment. An activity was conducted in which each PAC member used dots to signify user priorities for each segment and whether users (local, regional, bicyclists, pedestrians, transit, freight and others): 1) must be accommodated on US2, 2) must be accommodated either on US 2 or on a parallel route in the segment, or 3) do not need accommodation. Following the exercise, a debrief discussion was held.

- Segment 1 discussion:
 - Must accommodate bicycles (comment from CDTC) – WSDOT is working on nationwide bike touring routes, and Steven’s Pass is one of them
 - Parallel routes stickers – bicycle, pedestrians, parking (CDTC and WSDOT comment – lots of recreational demand for parking along this area – must be accommodated on highway or parallel routes if they exist). Regional (comment from CDTC) – an idea was been suggested for the future of a Leavenworth bypass if Chumstick is improved. In this scenario, the County would give it to WSDOT.)
 - Transit, pedestrian, bike, freight stickers were all under ‘do not need to accommodate.’
 - There are bicycle safety concerns, so provide alternate routes (comment from Leavenworth Chamber of Commerce).
 - Freight is not as common on US 2, but agriculture needs are important.
 - Regarding someone’s priority to potentially put freight on parallel routes – it was because what’s existing is not conducive to trucks.
 - A question from the group: how aspirational is this exercise? Answer: this could guide future policy, i.e. bicycles in Tumwater Canyon.
 - There is a need to prioritize pedestrians in the canyon for pedestrians who cross and park far from where they go climbing. This corridor must accommodate crossing when accessing nature.

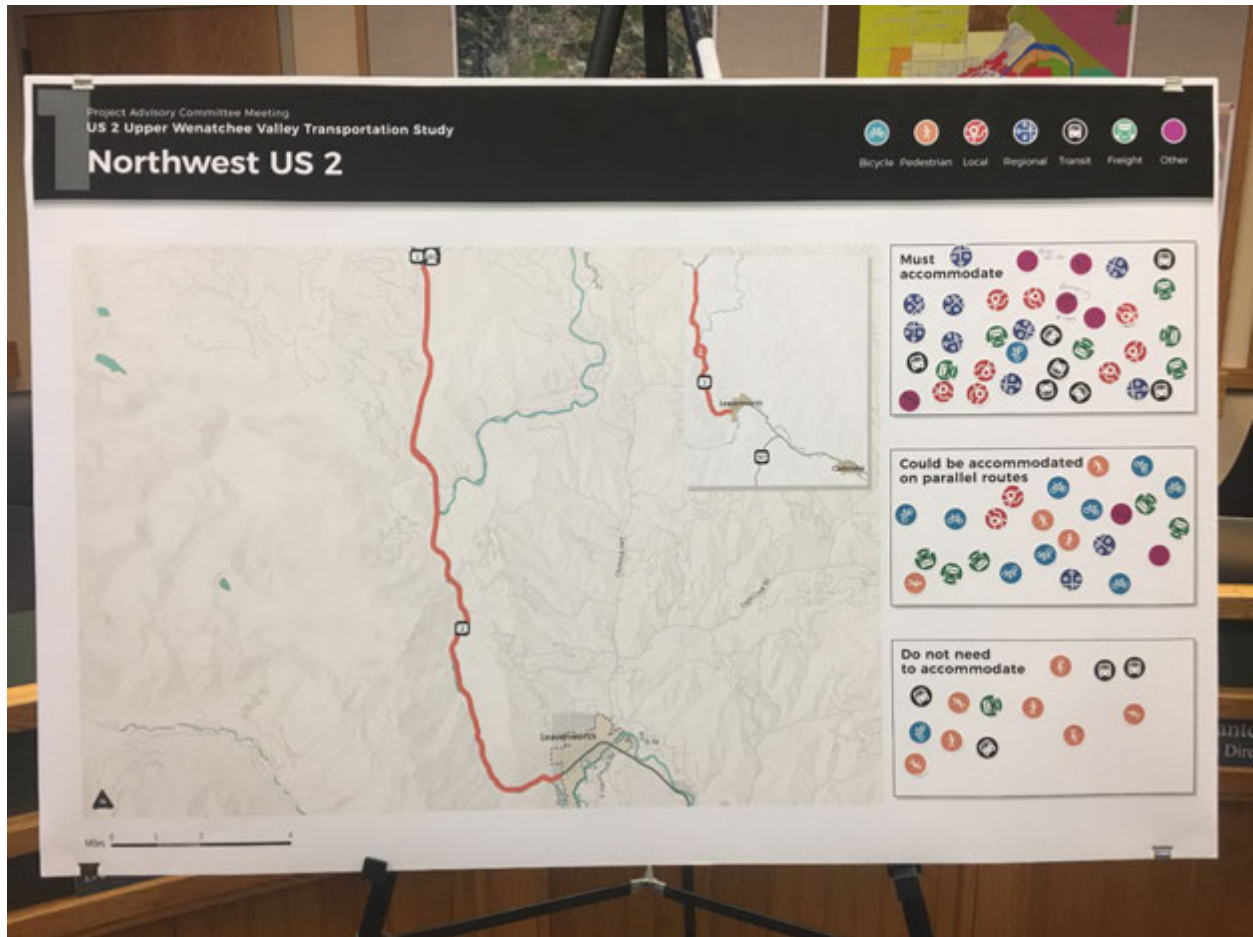


Figure 1 - Segment 1, Coles Corner to Icicle Creek

- Segment 2 discussion:
 - No stickers on “do not need to accommodate”
 - Regional is split between must accommodate and parallel routes
 - Parallel: segregate traffic that needs to get through or around Leavenworth
 - Some people don’t stop in Leavenworth because it’s too busy. If there were alternate routes people may do more business (comment from Friends of Leavenworth). Undefined as to where the route would be; it could be a tunnel.
 - Bicycles – why on US 2? – It’s critical for residents to cross the highway, park in bicycle racks. They’re already there, there is demand for cyclists so need to make sure it’s safe.
 - US 2 acts as a main street.
 - WSDOT generally wants regional trips on highway and local trips on local streets.
 - Other concerns – emergency access must be accommodated
 - Parking – we are accommodating parking on the highway, is that the best use for US 2?
 - Pedestrians stickers are all in “must accommodate on US 2”
 - Freight stickers evenly split on “parallel routes” and “must accommodate on US 2”.
 - City’s perspective was to remove regional and transit off of US 2 to clear corridor.
 - Long distance freight has different needs than localized freight.

- Transit Link explored taking Route 22 off US 2, but local access streets are not navigable for commuter buses. Additionally, all ridership is on US 2. Amount of investment in transit means that Link will not pull buses from US 2. Shuttle daily through town may only run at peak hour west from a stop at the east side of Leavenworth. Peak impacts on the highway are also peak impacts for schools on local roads, so buses would still be impacted on local roads.
- It may be a good idea to take more local trips off the highway
- The Planning Commission has developed some ideas on how to get around Leavenworth by roads on the outside of the City (from City of Leavenworth).
- Ideas put into a plan will help us get money for ambitious ideas.
- Extend the segment to City limits

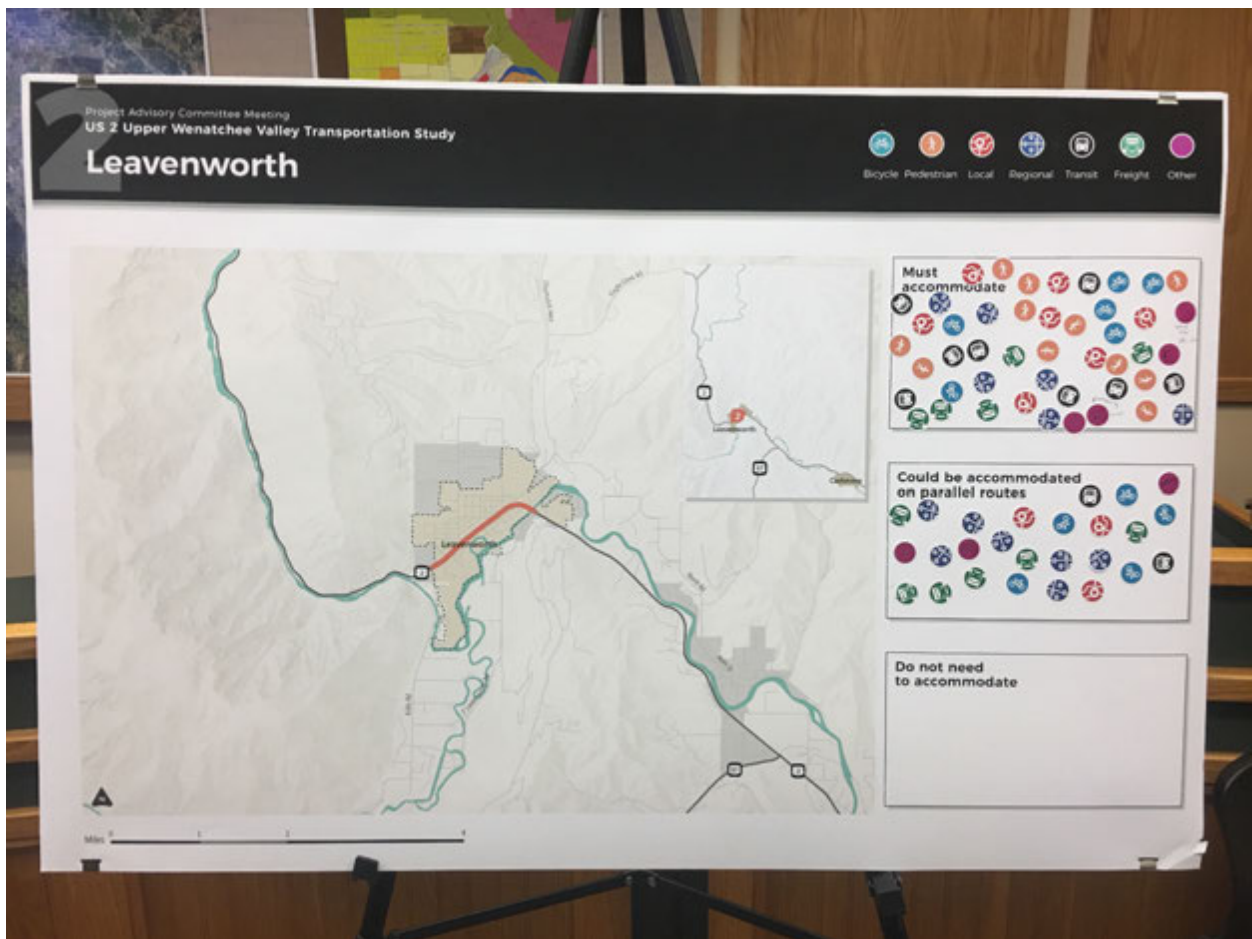


Figure 2 - Leavenworth

- Segment 3 discussion:
 - Pedestrians do not need to be accommodated because there are not many trip attractors or producers. There is confusion because the segment covers Safeway area where there are pedestrian needs
 - Cut the segment at City limits
 - From a planning perspective, look at the area as just past Safeway

- Transit
- Parking room for satellite parking or tour bus parking along this corridor.
- Local stickers are mostly “must accommodate”, because broader community of Leavenworth through to Peshastin (schools) needs to be connected
- Bicyclists onto parallel routes. Regional bike and pedestrian plan stops at Cashmere. There is already a fairly good network on the side of US 2 for bicyclists.

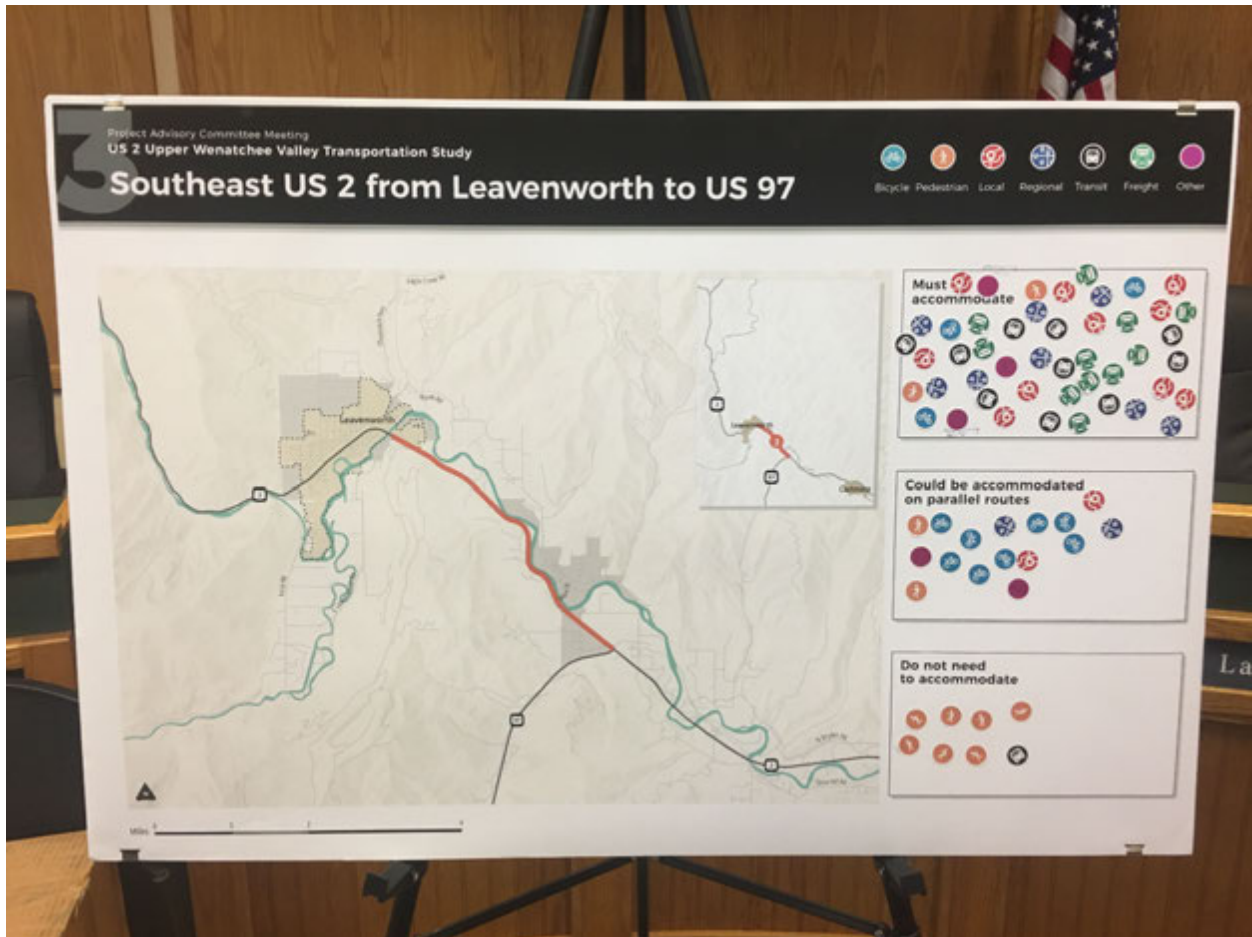


Figure 3- Southeast US 2 from Leavenworth to US 97

- Segment 4 discussion:
 - Keep the pedestrians off the road
 - Don't need to accommodate bicycles because there is a good parallel route – called “the Fruit Loop”

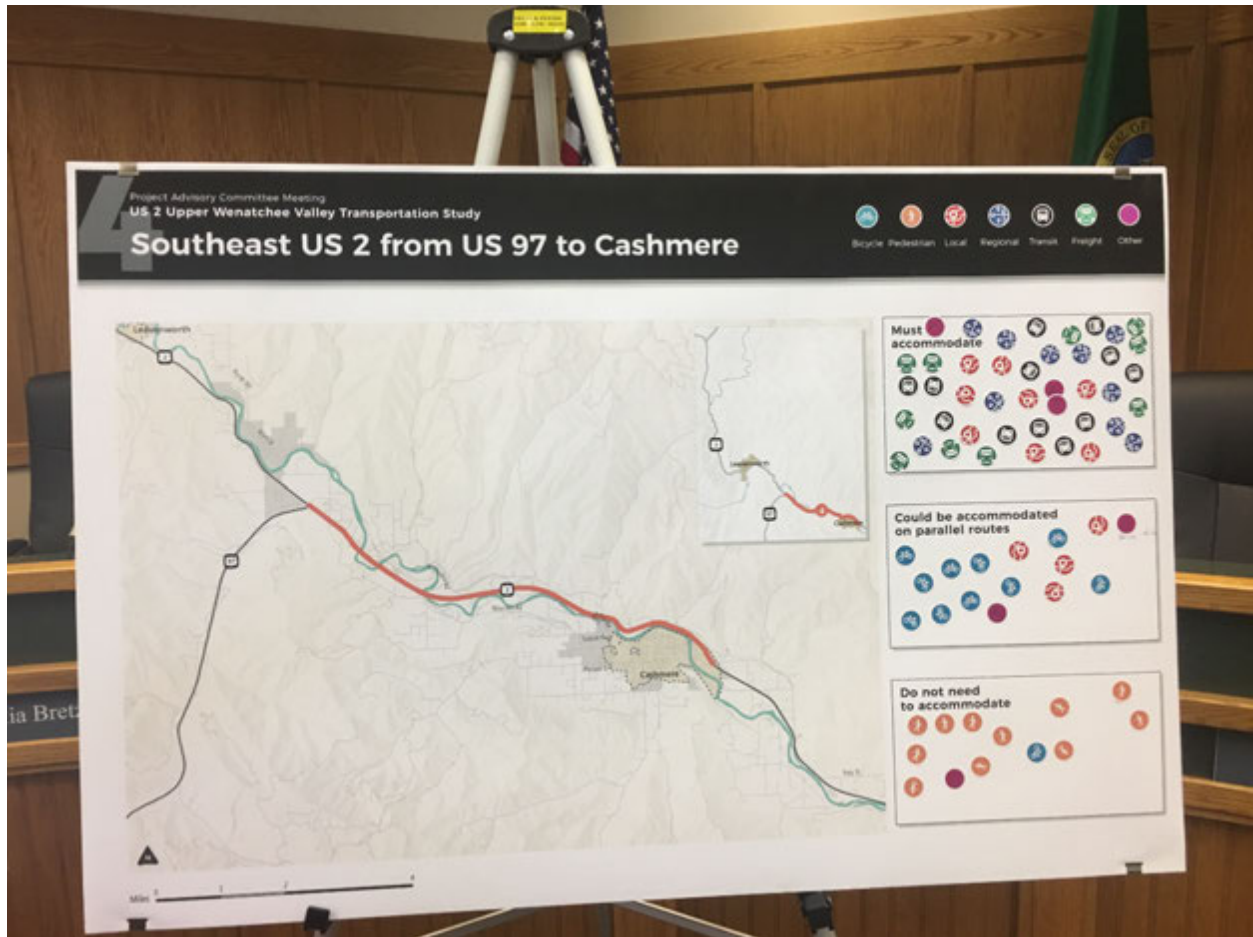


Figure 4- Southeast US 2 from US 97 to Cashmere

AGENDA ITEM #4 – CORRIDOR VISION & GUIDING PRINCIPLES

The purpose of the vision and guiding principles will be to help determine how to choose investments. The PAC members were asked to jot down their vision for the corridor and then guiding principles were brainstormed.

- Sharing from PAC member's vision exercise. What should the corridor vision and guiding principles be?

Vision:

- Moving multimodal traffic effectively and safely through an economic and socially diverse area using a holistic approach
- Find creative ways to meet the transportation needs within a growing economy and constraints of limited funding

Guiding principles brainstorm:

- Solving the Leavenworth Effect
- Pedestrian safety while thinking about traffic flow

- Providing access to residents of their town
- Parking availability for residents, workers, visitors
- Improvements for alternative modes
- How can the corridor contribute to community character
- Safe and reliable
- Efficient access for emergency services
- Improve traffic in and out of Leavenworth
- Improve traffic at events and peak season
- Safety
- Improve multimodal connections
- What would be the impact on how Leavenworth develops or evolves
- Develop a coordinated plan that supports transit that enhance that is safe, useful for users and supportive for tourists travel
- Smooth traffic flow throughout
- Recognize agricultural users and needs (subareas 3 and 4)
- Reducing traffic backlog in subarea 3
- Safety access and mobility of US 2, alternate routes if possible, segregating visitors going directly through town and just passing through
- Look at data and get better sense of how we can improve mobility
- Improve public safety, esp. Coles Corner to US 97 interchange
- Improve first responder response times within the corridor
- Sync crosswalk with signal lights in Leavenworth to assist the vehicles passing through
- Safe pedestrian crossings
- Successful ingress and egress to town of Leavenworth
- Safe and connected pedestrian and bicycle routes on and off the highway
- Getting a better sense of who is using the corridors, not just passing through
- Parking

High level summary of PAC member's corridor vision and guiding principles:

- Multimodal safety
- Smooth and improved traffic flow
- Respond to growth of person trips, accommodate travel time reliability
- Emergency response
- Local accessibility
- Holistic approach
- Identify solutions that consider seasonality (fixing it or managing expectations?)
- Tourism
- Agriculture
- Multimodal accommodation coordinated plan
- Sustainability
- Discussion:
 - Seasonality is what makes this a unique corridor – weekends – Thursday afternoon to Monday, summer, events

- Fehr and Peers discussed how Streetlight data is being incorporated into the project to better understand trips and road usage
- Add something about sustainability – ability to preserve and continue to do what we’re doing, or is the solution enduring (as the response to growth)
- Quality of life is an important principle
- Kendra noted the team will be creating metrics for each of the solutions
- Just because there aren’t any bicyclists now, “if we build it they will come”
- Talk about parallel routes – are they fiscally sustainable?

AGENDA ITEM #5: NEXT STEPS

- Existing planning context memorandum March 2019
- Online public engagement late March
- Sharing our existing planning context April 2019
- Next PAC meeting in April 2019 – tentatively April 17
- Richard and Jim from Olympia noted it sounds like the group is on the right track

AGENDA ITEM #4 - CORRIDOR VISION & GUIDING PRINCIPLES PHOTOS

