



US 2 Upper Wenatchee Valley  
TRANSPORTATION STUDY

## Project Advisory Committee Meeting #4

Wednesday, September 26, 2019

11:00 AM – 1:00 PM

### AGENDA ITEM #1: WELCOME

#### In-Person Participants:

- Penny Mabie, EnviroIssues
- Jeff Wilkens, CDTC
- Nancy Smith, Leavenworth Chamber of Commerce
- Duane Goehner, Citizen, Friends of Leavenworth
- Joel Walinski, City of Leavenworth
- Kendra Breiland, Fehr & Peers
- Kara Hall, Fehr & Peers
- Bianca Popescu, Fehr & Peers
- Jennifer Saugen, Perteet
- Pete Collins, Rick Williams Consulting
- Sergeant Jason Reinfeld, Chelan County Sheriff
- Nick Manzano, WSDOT
- Richard DeRock, Link Transit
- Josh Patrick, Chelan County
- Dave Nalle, Chelan County Fire Department
- Scott Bradshaw, City of Leavenworth Planning Commission

#### In-Person Observing:

- Richard Warren, WSDOT
- Jim Mahugh, WSDOT
- Lilith Vespier, City of Leavenworth

Purpose of Meeting: Present PAC members with project grouping and project evaluation findings; ask PAC members for feedback on projects evaluated.

### AGENDA ITEM #2 – PROJECT GROUPING

Kara Hall and Bianca Popescu, Fehr & Peers, reviewed the process to date, which included input from the PAC and from the public, as well as technical team work.

- PAC input topics
  - Which users do we serve where along the corridor?
  - What should inform the Vision & Guiding Principles?
  - Adoption of Vision & Guiding Principles
  - What metrics should we use to evaluate project ideas?
  - Does our criteria work?
  - Feedback on Project Selection & Evaluation (Today)
- Public input topics
  - Survey for Vision & Guiding Principles – Community selected Safe & Complete and Reliable as two most important principles.
  - Local input collected at Leavenworth Farmers Market
  - Online Project Map
    - Input on our ideas
    - New ideas
- Project team:
  - Developed Vision & Guiding Principles for Input
  - Existing Planning & Context Memo
  - Holiday & Summer Data Collection
  - Project Evaluation Matrix
  - Project Grouping
  - Selected Project Evaluation
  - Gathered Agency Input on Project Ideas
- Projects were divided into four project groups:
  - Selected for Evaluation: Projects evaluated in more detail, focus of PAC Meeting #4
  - Quick Wins & Small Steps: Projects that can be implemented within six years, could be moved forward by responsible agency with additional focus from this study.
  - Vision Project: Project outside scope of this study due to extend timeline for implementation or funding.
  - Project Not Advancing: Project screened through evaluation matrix.
- Project grouping process:
  - 75 projects total were split into Tier 1, 2, and 3 based on scoring
    - Projects scoring 20 or less points out of 60 points were considered Tier 3
    - All Tier 3 projects were screened
  - Projects must advance three or more Guiding Principles including the top two identified by the community (Safe & Complete, Reliable)
  - Project must align with vision for US 2
  - Does the project Have a fatal flaw?
  - Results:
    - 10 projects Selected for Evaluation
    - 19 projects identified as Quick Wins & Small Steps
    - 10 projects identified as Vision projects
    - 36 projects identified as project Not Advancing

## AGENDA ITEM #3 – PROJECT EVALUATION FINDINGS

Jennifer Saugen, Perteet, and Pete Collins, Rick Williams Consulting, provided an overview of evaluation findings, including engineering, parking, safety and travel time.

- High level project evaluation metrics included:
  - Safety: Improvement or elimination of known area of concern, or improves user experience.
  - Travel time: How long does it take to drive between Icicle Road & River Bend Drive?
  - Parking: Does the project change the parking supply? Encourage more efficient use of existing supply? Does the project encourage use of remote lots?
  - Right of Way: Impact to the built or natural environment.
  - Vehicle Hours of Delay: Measure of total delay experienced by drivers.
- The approach for traffic project evaluation included:
  - Utilized SimTraffic to evaluate travel time and vehicle hours of delay.
    - State of the practice microsimulation tool used to simulate actual conditions on the corridor considering:
      - Signal timing and geometry
      - Vehicle volume
      - Pedestrian & bicycle volume
      - Driver behavior
  - The first step was validation to be sure we are accurately representing the corridor.
    - Visual inspection and travel time in the simulation must match collected travel time within 15%.
      - Travel time data collected on a Friday and Sunday.
        - Used Sunday volumes since they were slightly higher as baseline conditions
        - Projects recommended for use only during festivals/events were analyzed using data collected during Tree Lighting
- Project timeline:
  - Short-Term – 0-5 Years
  - Mid-Term – 5-10 Years
  - Long Term – 10+ Years
- Cost:
  - Low – \$0-\$300K
  - Moderate - \$300K - \$3M
  - High - \$3M
- Design considerations:
  - Safety elements that would need to be included
  - Multimodal or freight elements required
  - Does it fit within existing curb to curb?
  - Right-of-Way (ROW) constraints
  - Additional public coordination – based on timeline, cost
  - Multi-jurisdictional

- Environmental constraints
- Utilities may need to be moved
- Projects presented (See Attachment for Project Description & Findings)
  - Reallocate US 2 ROW
  - Temporary center running transit/emergency lane
  - Grade-separated pedestrian crossings
  - Pine street connection
  - Enhanced modal separation
  - Enhanced modal separation
  - US 2 roundabouts
    - PAC member question: Do we expect roundabouts to operate well enough not to back-up beyond roundabouts and limit local street access to US 2?
      - Kara noted that while we are doing additional analysis for roundabouts to understand what the gaps will be allowing local trips to access US 2, current results do not indicate spill-back through roundabouts limiting local access.
    - PAC member question: Do we expect the large number of pedestrians to impact roundabout operations?
      - Kara noted that pedestrian volumes, especially during event traffic, are a concern for this alternative. There are multiple options for pedestrian treatments at roundabouts that we will be considering as we continue to evaluate roundabouts.
  - Parking flex space & US 2 bicycle lane connection
  - Transit-on-shoulders
  - Peshastin bike & pedestrian bridge with transit connection

## AGENDA ITEM #4 – PROJECT FEEDBACK EXERCISE

Kara Hall and Penny Mabie, EnviroIssues, led the PAC in an exercise for members to express their top two preferred projects. The process included:

- Each PAC member was provided two dots to select projects they like, could also cross out project not supported. Penny queried members about why they had selected their choices and why some were crossed out. Results included:
  - Projects not supported:
    - Project # 17 – Temporary Center Running Lane
      - Not most efficient use of ROW/Transit
    - Project #33 – Roundabouts
      - Concern for high-pedestrian numbers and elimination of other projects
      - Concern for roundabouts during high demand periods – need more analysis
    - Project #19 - Pine St connection
      - So close to existing US 2 Bridge – should we just widen existing bridge?

- US 2 / River Bend Drive already operates poorly – concern for impact from changes at that intersection.
- Projects supported:
  - Project # 16 – Reallocating US 2 ROW – Most supported project
    - Chelan County Sheriff - likes that there are now four lanes to work with and that emergency vehicles are using transit lanes. Useful during festival events, drawback is vehicles not turning right using lane.
    - Link Transit – Support for concept but concern for Business Access Transit (BAT) lane because people utilize lane when they aren't turning right. Illegal use is very hard to enforce under current legislation. May be able to control with barrier. Center running transit lane may make more sense with pedestrian islands for stops.
    - Other input:
      - Snow removal may be fatal flaw for physical barrier
      - Need to maintain left-turns at intersections, especially Front Street
  - Project # 18 – Grade-Separated Pedestrian Crossing
    - WSDOT input:
      - Pairs well with Reallocating ROW
      - Water table may be fatal flaw for undercrossing option but either option could be designed to work well
    - Chelan County Sheriff:
      - Currently all traffic has to be stopped to move pedestrians on US 2 during events. This option could bypass the need to do that and keep traffic moving.
    - Chelan County Fire:
      - Many close calls with pedestrians occur at night – separation of vehicles and pedestrians could eliminate this
    - Other input:
      - Overcrossing could be an issue with snow and ice – would need to have a roof
      - Some members think community would support, others think community support may be limited
        - Some locals might prefer to see money allocated to other investments, like parking
      - Either over/undercrossing would work, but need to ensure they are designed to get usage
      - Needs to be paired with option to limit ability to cross US 2 between over/undercrossing.
  - Project # 19 - Pine Street Connection
    - Leavenworth Planning Commission – Long term solution, Leavenworth needs bypass
      - Could consider alternative locations
  - Project #22 – Enhanced Modal Separation
    - Support for cost-effective solution in support of other projects

- Project #30 - Parking Management
  - Planning Commission:
    - Good short-term way to get traffic off of the street
    - Need to utilize signage and apps
    - Get people in /out quickly, reduce circulation as people are looking for a spot
  - CDTC– Do the best with what you have, positive momentum in town right now for parking solutions
  - WSDOT – think it has to happen regardless, city currently pursuing implementation of some recommendations
  - City of Leavenworth– reallocating US 2 will help people use the further away parking, along with a shuttle service
- Project #33 - Roundabouts
  - Chelan County – Support for roundabouts paired with Grade-Separated crossings
    - Noted consideration for signals at end of the corridor
  - Chamber of Commerce – noted existing bottleneck locations like E. Leavenworth Road and Ski Hill Road should be considered.
  - Planning Commission – noted concern for driver demographic and understanding
- Project # 49 – Transit-on-Shoulders
  - Link Transit – Project would help with need to get to park and ride with shuttles and incentivize use of existing Park & Rides between Wenatchee and Leavenworth
    - Concern for cost because it could be more expensive than it appears
  - WSDOT- supports project with considerations for existing structures
  - Kendra noted that other ITS solutions like queue jumps and preemption could be utilized to limit impact
- Project # 52- Peshastin bicycle/ped bridge
  - Link Transit noted that the cost of turning buses into Peshastin costs approximately \$250,000 per year. Improvements with transit stop would save 6 minutes from route time and the current configuration is a barrier to ridership in the area
- Lighting Round – Where would you put a third dot?
  - Leavenworth Planning Commission - Transit-on-Shoulders
  - Chelan County – Reallocate US 2 ROW
  - Chelan County Sherriff – Parking Management
  - CDTC – Pine Street Connection
  - Chelan County Fire – Parking Management
  - Link Transit– Peshastin Bike/Ped Bridge & Transit Connection
  - Leavenworth Chamber of Commerce – Pine St connection
  - WSDOT – Transit-on-Shoulders
  - Friends of Leavenworth/Citizen – Reallocating ROW
  - City of Leavenworth – Pine Street Connection

## AGENDA ITEM #5 – NEXT STEPS

Kendra Hall reviewed next steps for the technical team and PAC and community involvement.

- From now - November: Finish Project evaluation and refine recommended investments based on feedback from today
  - Kara noted this will rely on feedback from today, Project Guiding Principles & Vision and WSDOT's Practical Solutions Framework
- Next PAC meeting early November – Community and City Council Invited
  - Festhalle location potentially? Or high school?
  - Would be evening format
- Mid-November: Publish draft for community input on website, PAC will help us share this information
- January 2020 – Final Plan