



US 2 Upper Wenatchee Valley
TRANSPORTATION STUDY

Project Advisory Committee Meeting #5

Wednesday, January 29, 2020

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
- Jennifer Saugen, Perteet
- Sergeant Jason Reinfeld, Chelan County Sheriff
- Nick Manzano, WSDOT
- Richard DeRock, Link Transit
- Josh Patrick, Chelan County

In-Person Observing:

- Lilith Vespier, City of Leavenworth

Purpose of Meeting: Share projects identified as having a fatal flaw and the recommended investments.

AGENDA ITEM #2 – PROJECT ANALYSIS & FATAL FLAWS

- The 10 highest performing projects were presented at the last PAC meeting and each member was asked to identify the projects they were most excited about
- Since then the Study Team has continued to evaluate and refine those projects
- Resulted in a list of six projects that have been evaluated in more detail
 - US 2 Ski Hill to River Bend Improvements
 - US 2 Pedestrian Undercrossing
 - Pine Street Connection
 - Parking Management
 - US 2 Roundabout at Icicle Road
 - Peshastin Bicycle & Pedestrian Transit Connection

- A number of projects with fatal flaws have been identified – a few of the high performing projects presented at the last meeting
- Grade Separated Crossings
 - This project was identified as infeasible at 9th and Front due to grade and the length of ADA ramps needed
 - Replacing ramps with stairs were considered but would require the addition of elevators
 - The long ramps would require pedestrians to walk the wrong direction to access crossings and block businesses on US 2
 - Simulation indicated some improvement in travel time on US 2, less than 2 minutes, but the minimal improvement paired with cost led to elimination of this
 - At Front Street an Overcrossing was considered due to grade to the south of US 2
 - At 9th Street an Undercrossing was considered
- Roundabouts on US 2
 - Roundabouts considered at Front Street, 9th Street, Chumstick Highway
 - Additional analysis completed since the previous PAC meeting indicates that queueing on US 2 and on side-streets would be a concern
 - Roundabouts would not operate well under festival conditions
 - Temporary traffic control measures would also be harder to implement
 - Roundabouts are likely to have right-of-way impacts at major intersections
 - The number of pedestrians crossing US 2 on summer weekends would also impact operations at the roundabouts
- Two other projects evaluated at high-level to determine feasibility
 - Widening US 2
 - Project would adversely impact several of the guiding principles including Safe & Complete
 - Would impact bicyclists and pedestrians on US 2 through Leavenworth
 - Would need to extend all the way to SR 97
 - It was noted that the \$30M cost estimate is too low and that costs for this project would be likely to exceed \$100M based on widening between Leavenworth and SR 97
 - Parallel Routes
 - 3 options were considered – a bypass, E. Leavenworth Road to Icicle Road, North Road to Chumstick Highway
 - E. Leavenworth Road to Icicle Road – screened based on cost and local impact to residents
 - North Road to Chumstick Highway – would require reconstruction to accommodate mix of uses with freight, passenger vehicles, and agricultural uses
 - Screened based on cost
 - Leavenworth Bypass
 - 1965 WSDOT idea would use Chumstick Highway alignment
 - No other environmentally feasible routes

- No options result in travel time savings, based on that and cost this idea was screened

AGENDA ITEM #3 – RECOMMENDED INVESTMENTS

- Projects have been grouped in two categories
 - Localized Improvements & Management Strategies: these are projects that improve one location along the corridor or recommend a strategy rather than a capital improvement
 - US 2 Roundabout at Icicle Road
 - Peshastin Bicycle & Pedestrian Transit Connection
 - Parking Management
 - Transformative Measures: projects that provide measurable benefit to the corridor as a whole
 - US 2 Ski Hill to River Bend Streetscape Improvements
 - Undercrossing at US 2 Park & Ride
 - Pine Street Connection
 - US 2 Roundabout at Icicle Road
 - Would construct a single lane roundabout at Icicle Road
 - Providing safer access for locals using Icicle Road
 - Create a gateway to Leavenworth to transition drivers from mountain highway driving
 - Create a more efficient turn around for Link Transit by keeping the bus on US 2 rather than using the gas station parking lot
 - Project advances all five of the Guiding Principles
 - Was added by the community as part of the online pin-map and received over 60 “likes”
 - PAC members asked about growth assumed to occur at that intersection
 - While no growth was assumed, the roundabout was analyzed under seasonal conditions, which would have higher volume than most typical days
 - If future growth occurred at this intersection, signals could be added to meter traffic entering the roundabout to make sure that Icicle Road traffic could still access US 2
 - Project cost estimated between \$2.5-3M
 - Parking Management Strategies
 - Focuses on building on what has already been recommended and what is moving towards implementation
 - The goal is to park employees outside the downtown core or in off-street lots so that on-street spaces are available for visitors
 - First, rely on the WSDOT lot recently transitioned to the City, then utilize remaining capacity at Willkommen Village Park & Ride
 - Once a management system is in place, parking can be managed differently for different events
 - Advances three of the Guiding Principles, cost will vary with implantation
 - Peshastin Bicycle & Pedestrian Connection

- Construction of a parallel bridge to the Peshastin Bridge to accommodate bicyclists and pedestrians
- Would allow Link Transit stop to be moved to US 2 rather than circulating into Peshastin – would save 6 minutes per loop
- Advances four of the Guiding Principles and is estimated to cost between \$4M-5M
- It was noted that this project could apply for funding that would not be available to other capital projects evaluated as part of this plan
- US 2 Ski Hill to River Bend Drive Streetscape Improvements
 - Project would widen north sidewalk to create a shared use path for bicyclists and pedestrians and restripe US 2 to provide extended right-turn lanes for local residents and transit
 - Traffic signal pre-emption would allow transit vehicles in the right-turn lane to proceed into general purpose traffic lane before passenger cars creating an advantage for using transit
 - This technology could be used by other shuttle operators
 - Emergency services would also have pre-emption and more space for vehicles to pull to the right, allowing first responders to have priority on the corridor
 - Would also include a visually appealing barrier to separate bicyclists and pedestrians on US 2
 - Would require eliminating the two-way-left-turn lane only in areas where additional right-turn lanes are added
 - Project would not improve travel time on US 2 but would provide more access for local residents and would not increase travel time
 - Advances four of the guiding principles and cost would be likely to vary based on implementation
 - Could be implemented one intersection at a time
- Pine Street Connection
 - Project would connect Pine Street across Chumstick Highway to River Bend Drive with construction of a new bridge across the river
 - Would match recent Pine Street improvements – two general purpose travel lanes, shared use-path and sidewalks
 - Only project found to improve travel time on US 2
 - US 2 would still be congested during peak weekends and events but with a new bridge more people would be moving across the river
 - Would provide local connection to Safeway and schools on the other side of the river
 - It was noted that there is planned growth near US 2/River Bend Drive which operates poorly today that would need to be accounted for in a more detailed evaluation
 - This project would require intersection improvements at Alpensee Strauss and River Bend Drive as well as reconfiguration of the Safeway driveways
 - Should this project be advanced, more detailed operational analysis and environmental analysis would be needed to understand local impacts
 - This project advances three of the Guiding Principles and would cost between \$27-32M
- US 2 Undercrossing

- An Undercrossing near the US 2 Park & Ride was identified as the only feasible location for a grade separated crossing
- Undercrossing could be accessed from the Park & Ride but would also connect to the residential areas north of US 2 creating a connection for residents to the waterfront
- While no crossing exists at this location today it is anticipated that this location would serve as a mid-block crossing and would be a more direct connection across US 2 from residential neighborhoods
- Advances four of the Guiding Principles and is estimated to cost between \$3.5-4.5M

AGENDA ITEM #4 – UPCOMING COMMUNITY INPUT OPPORTUNITIES

- Community Meeting will be held Thursday February 13th from 5:30PM to 7:30PM
 - Study team will present project ideas and answer questions from community members
- Opportunity to provide input will also be available online for community members that cannot attend the meeting

AGENDA ITEM #5 – PROJECT NEXT STEPS

- Study team will be revising the Draft Plan based on input shared today
- Draft Plan will be published on February 13th and available for comment through Mid-March
 - The community input at the meeting and online will be used to finalize the Final Plan which will be available in early April
- None of the projects presented in this plan have funding. This plan is intended to be a menu of options for local agencies along the corridor. Any advancement of these projects will be based on interest of local agencies.