



US 2 Roundabout at Icicle Road

PROJECT DESCRIPTION

This project would construct a single-lane roundabout at the intersection of Icicle Road and US 2. Paired with center-island landscaping, a display of public art or a sculpture, and Bavarian-themed signage, the roundabout would create an opportunity to create a gateway to Leavenworth as visitors arrive from Tumwater Canyon. Located at the western terminus of Link Transit's Route 22, this project would also create an improved turn-around for transit and shuttles operating on the US 2 corridor through Leavenworth.



PROJECT BENEFITS

- ✓ Improved local access to US 2
- ✓ A western gateway to Leavenworth
- ✓ Improved transit and shuttle circulation

Example of a roundabout in Breckenridge, CO
Source: MTJ, 2017





US 2 Roundabout at Icicle Road

GUIDING PRINCIPLES

Reliable



The roundabout improves local access onto the US 2 corridor, while not diminishing through traffic.

Safe & Complete



The roundabout enhances corridor safety by slowing down vehicle speeds and significantly reducing the risk of serious collisions. The roundabout also provides a more complete facility for transit by providing a more formal turn-around.

Vibrant



Paired with landscaping, public art or a sculpture, and signage, this project would create a unique and welcoming gateway into Leavenworth for visitors traveling on US 2. This project would also serve as a point to transition drivers from the mountain highway driving through Tumwater Canyon, to the slower speeds and behaviors needed when driving on a "main street".

Realistic



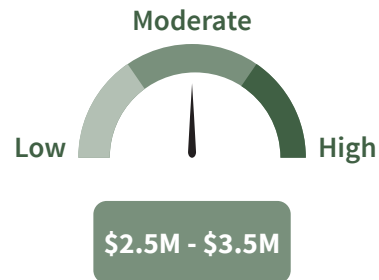
This project is the lowest cost capital project recommended and can be completed almost entirely within available right-of-way.

Supported



This project was not only added by the community as part of the engagement process, but also received over 60 "likes" on the online map.

COST





Implement Parking Management Strategies

PROJECT DESCRIPTION

This project builds on strategies recommended as part of the Downtown Leavenworth Parking Management Plan and in some cases, identified for implementation in the near-term by the City of Leavenworth Parking Committee. These strategies maximize efficient use of the parking supply such that visitors can easily find parking, reducing congestion in Downtown that results from cruising for parking. These strategies would also allow the City to flexibly manage parking during high demand events.

Strategy 1: Allocate remote parking for employees that work in Downtown. With the recent transition of the WSDOT lot to City ownership, a portion of the available capacity in this lot would be allocated to employee parking. This lot is adjacent to the US 2/Mill Street transit stop, which would connect employees parking at this location to jobs in Downtown. Creating employee parking at this lot would also be supported by the TDM Strategies and Bike/Scooter Share projects discussed in the Considered Investments section and the US 2 Ski Hill to River Bend Streetscape Improvements project.

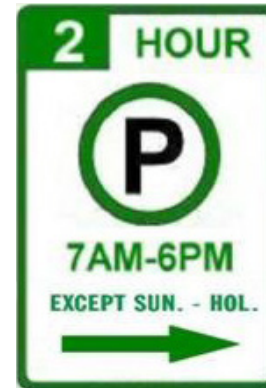
Strategy 2: Make other remote options available to employees. Any unused capacity at the existing Willkommen Village could also be utilized followed by the paid use of parking in private-lots for employees.

Strategy 3: Active management of on-street parking Downtown. Once employees have adequate options to park remotely and connect to jobs in Downtown, measures including paid on-street parking and time-restricted parking in Downtown should be deployed to ensure that employees utilize remote parking opportunities leaving spaces in Downtown available for visitors.

Strategy 4: Event-specific parking management. With an active management plan for parking in place, the City would be able to transition use of the parking supply during large events. During events demanding large amounts of parking, the City could transition some of the parking available to employees with additional incentives available to employees to travel to Leavenworth by rideshare or public transit during events and festivals. This would allow the City to better accommodate and manage the parking required for festivals, without construction of additional remote parking facilities.

PROJECT BENEFITS

- ✓ A parking system that visitors can easily navigate
- ✓ The flexibility to transition parking between employees and visitors
- ✓ A system that allows visitors to park once



2-Hour Parking Sign
Source: City Of Seattle, 2020



Example of On-Street Parking Meters
Source: City of Lexington, KY



Implement Parking Management Strategies

GUIDING PRINCIPLES

Vibrant



Several strategies recommended as part of this project focus on more efficiently parking employees, which creates more opportunities for parking visitors.

Realistic



Many of the management strategies recommended as part of this project can be implemented without significant costs and within the near-term (less than five years).

Supported



Project stakeholders, PAC members, and community members have all expressed support for parking management strategies as part of this study.

COST

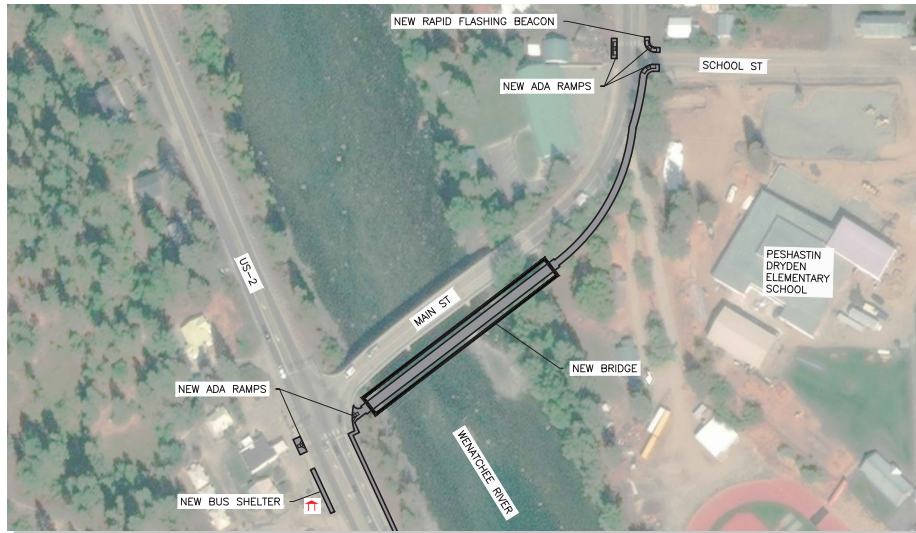
Cost for this project would vary depending on implementation of recommended strategies.



US 2 Express Bus Access at Peshastin

PROJECT DESCRIPTION

This project would relocate the Peshastin bus stop to the shoulders of US 2 highway, significantly reducing travel time for Route 22 between Leavenworth and Wenatchee. To connect bicyclists and pedestrians from Peshastin to the stops on US 2, this project would construct a bicycle and pedestrian bridge adjacent to the existing Main Street Bridge in Peshastin. Improvements to pedestrian facilities between the new bridge and School Street would be completed as part of this project, as would enhanced crosswalk markings connecting the bridge to the improved transit stop.



PROJECT BENEFITS

- ✓ Route 22 transit travel time savings between Wenatchee and Leavenworth
- ✓ An all-ages all-abilities bicycle and pedestrian bridge to Peshastin that connects to transit



Bicycle & Pedestrian Bridge
Source: Public Square, 2018

US 2 Express Bus Access at Peshastin

GUIDING PRINCIPLES

Reliable



With the travel time savings from eliminating the loop into Peshastin, Route 22 would operate more efficiently with better on-time performance making transit a more attractive and reliable option.

Safe & Complete



A parallel facility would serve both bicyclists and pedestrians of all-ages and abilities through the separation from vehicles crossing the Wenatchee River.

Vibrant



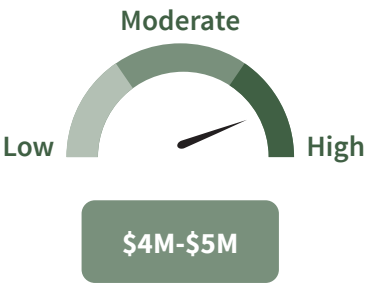
The addition of an all ages, all abilities bicycle and pedestrian bridge serves the dual purpose of making transit more efficient and creating an amenity that could benefit outdoor recreation along the US 2 corridor.

Supported



Both Link Transit and community members have expressed support for this project.

COST





US 2 Ski Hill to River Bend Drive Streetscape Improvements

PROJECT DESCRIPTION

This project would reconfigure US 2 in Leavenworth to provide a more complete and efficient facility for vehicles, transit, walking and bicycling. The improvements would enhance local accessibility for residents, prioritize the needs of emergency service vehicles, transit, and shuttles along the corridor and separate bicyclists and pedestrians from vehicles on US 2.

To improve mobility for local traffic using US 2 to access residential neighborhoods and Downtown Leavenworth, the existing westbound right-turn lane at Chumstick Highway, 9th Street, and Front Street would be extended. Only right-turning vehicles, transit, shuttles and emergency services would be able to utilize the extended right-turn lanes.

As part of this project, a traffic signal would be added at Front Street and the existing signals would be upgraded to include signal preemption. Signal preemption would allow vehicles with the appropriate transponder (emergency services, transit, and shuttles) to preempt the regularly operating traffic signal to prioritize their movement through the intersection.

Pedestrian improvements would include the addition of a visually appealing fence or landscaped buffer to improve separation between pedestrians and bicyclists and vehicles on US 2. This barrier would also discourage jaywalking across US 2 between intersections, enhancing pedestrian safety and improving traffic flow on US 2.

Bicyclists on US 2 would be accommodated by a shared-use path between Chumstick Highway and Ski Hill Drive. The existing sidewalk on the north side of US 2 would be widened to accommodate both bicyclists and pedestrians. While bicyclists would transition to the shared-use path between Ski Hill Drive and Chumstick Highway, to the east and west of the improvements the existing on-street bicycle lane would be maintained. Crossings at Ski Hill Drive and Chumstick Highway would be restriped with additional markings, including green painted conflict areas, to connect bicyclists to the north side of US 2.

EXISTING



PROPOSED





US 2 Ski Hill to River Bend Drive Streetscape Improvements

PROJECT BENEFITS

- ✓ Truly multimodal US 2 that is more inviting to pedestrians and bicyclists
- ✓ Travel time benefits for transit, shuttles, and emergency services without adding measurable delay for general traffic
- ✓ Destinations in Leavenworth better connected via transit, shuttles and bike/scooter share

GUIDING PRINCIPLES

Reliable



Using extended right-turn lanes paired with signal preemption to prioritize transit would create a more reliable transit option within the region. The extended right-turn lanes available only for use by transit, shuttles, emergency services, and right-turning vehicles would also ensure better access to residential neighborhoods.

Safe & Complete



With improved access and signal priority, this project would ensure emergency services could better serve Leavenworth residents.

Vibrant



This project would encourage more efficient use of the corridor by creating mode shift opportunities by incentivizing the use of transit and shuttles through travel-time savings.

Supported



Identifying a way to better prioritize emergency services along US 2 through Leavenworth while continuing to accommodate vehicles, bicyclists, pedestrians, and transit was supported by the community.

COST



Cost for this project is expected to vary based on phased implementation.

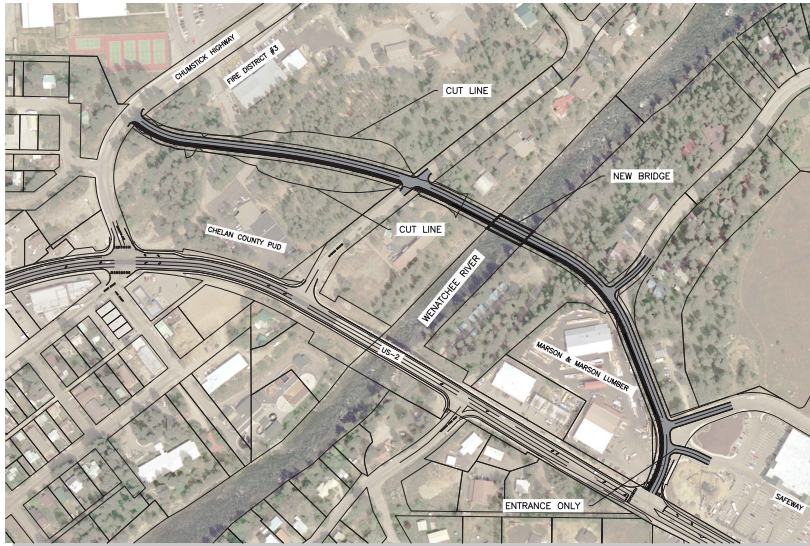


Pine Street Connection to River Bend Drive

PROJECT DESCRIPTION

This project would connect Pine Street from the current eastern terminus at Fir Street, across Chumstick Highway and the Wenatchee River, to River Bend Drive. This project would include construction of a new intersection with Chumstick Highway, a bridge across the Wenatchee River, and improvements to River Bend Drive from the new Pine Street connection to US 2.

The Pine Street Bridge would provide two general purpose travel lanes (one in each direction) to accommodate vehicles. Bicyclists would be accommodated in a side-running path shared with pedestrians on the north side of the bridge, while a sidewalk on the south side of the bridge would accommodate pedestrians.



PROJECT BENEFITS

- ✓ 40% reduction in summer weekend travel times on US 2 through Leavenworth
- ✓ Additional capacity to move people across the Wenatchee River
- ✓ Improved bicycle and pedestrian connections to local trails and destinations



Example of Pine Street Bridge Cross-Section
Source: Aspen Public Radio, 2018



Pine Street Connection to River Bend Drive

GUIDING PRINCIPLES

Reliable



This project would improve travel times on US 2 by 40 percent during summer weekend conditions, making US 2 a more reliable route during periods of congestion. A new connection across the Wenatchee River would also ensure that movement across the river could continue to occur in the event of an incident on the US 2 bridge.

Safe & Complete



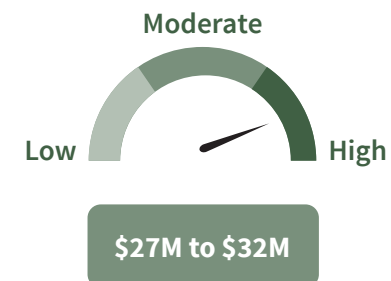
This project would improve public safety by creating an additional capacity to move people, vehicles, and emergency responders across the Wenatchee River in the event of an emergency or natural disaster. With dedicated facilities for bicyclists and pedestrians, this project would also reduce the exposure of bicyclists crossing the Wenatchee River creating a safer and more comfortable bicycling experience.

Vibrant



This project would encourage more efficient use of the corridor by creating mode shift opportunities by incentivizing the use of transit and shuttles through travel-time savings.

COST

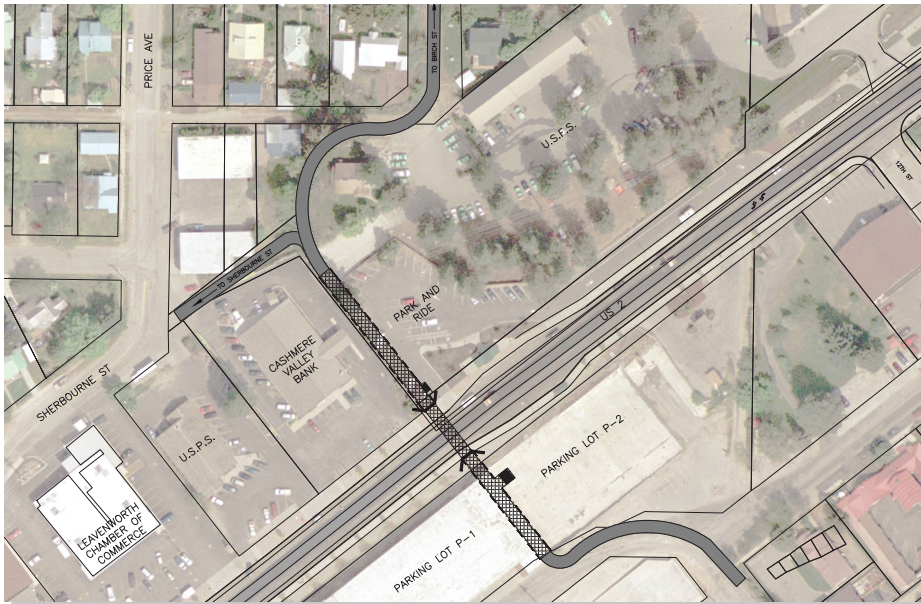




US 2 Undercrossing

PROJECT DESCRIPTION

This project would connect the residential neighborhoods north of US 2 to downtown Leavenworth and the Wenatchee River Waterfront by constructing a US 2 undercrossing near the Leavenworth Park and Ride. The undercrossing would be accessible from both the Park and Ride lot and Sherbourne Street on the north and Division Street on the south, creating a more seamless connection across US 2 for bicyclists and pedestrians.



PROJECT BENEFITS

- ✓ Separation of vehicles and pedestrians and bicyclists crossing US 2
- ✓ Elimination of a barrier for residents accessing the waterfront area
- ✓ Encouragement for Downtown employees and patrons to “park once”



Example of Pedestrian Undercrossing
Source: Schultz Heavy Civil Construction, 2020



US 2 Undercrossing

GUIDING PRINCIPLES

Reliable



The large number of pedestrian crossings that can occur on a summer weekend or during events reduce the efficiency of signalized intersections and add delay to the US 2 corridor. Providing a grade-separated crossing of US 2 would reduce this conflict, improving the efficiency and reliability of the corridor. Similarly, a grade separated crossing would make parking once in downtown and traveling between destinations more feasible, reducing the number of vehicles in downtown cruising in search of a parking space.

Safe & Complete



The separation of pedestrians and bicyclists crossing US 2 would not only reduce potential conflicts with vehicles, but also create a more comfortable biking and walking experience.

Vibrant



Encourages residents to walk or bike to the downtown or the waterfront area by eliminating the need to cross US 2, which is identified as a barrier separating downtown Leavenworth and the waterfront from residential neighborhoods. The ability to “park once” also makes downtown a more accessible destination.

Supported



The community and stakeholders have supported project ideas that lower the number of pedestrians crossing US 2 during summer weekends and festivals.

COST

