



**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 10<sup>th</sup>, 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**