



## Transportation System Concept Packages South of the Wenatchee River

	South Concept 1 Historical Investment Levels	South Concept 2 Upgrade Existing Roadways with Managed Access	South Concept 3 Managed Access with Additional Circulation Routes	South Concept 4 Develop Through Traffic Bypass and New Circulation Roadways
<b>OVERVIEW</b>	<p>Under this concept, the focus would be on basic improvements to the N Wenatchee Avenue corridor and adjacent streets. These would include improved signing and markings, targeted improvements to traffic operations and safety.</p> <p>Addition of sidewalks and non-motorized facilities would be added per existing programs.</p> <p>Expansion of transit service coverage would include connections between the corridor and the Waterfront and service on the improved collector and arterials west of N Wenatchee Avenue.</p>	<p>Under this concept, additional improvements would be defined to enhance the safety and operations of the existing North Wenatchee Avenue corridor. These modifications would include adding turn lanes at a limited number of intersections. It also would include managing access along the highway through addition of local access/circulation roadways, medians, consolidation of driveways, and U-turn routes. Existing arterials and collector roads in the corridor would be upgraded to further enhance local circulation, property access and non-motorized connectivity.</p> <p>Access for all modes between the corridor and the Waterfront would be focused at Hawley Street, which would include an undercrossing of the railroad tracks.</p> <p>Transit service would be enhanced with the development of a transit center in the vicinity of the North Wenatchee Valley Mall., as well as expanded service connections between the corridor and the Waterfront.</p> <p>Potential modifications for private development access and circulation would also be identified with property owners and incorporated, where possible.</p>	<p>This concept focuses on improving the ability of N Wenatchee Avenue to facilitate through traffic by developing alternative circulation roads to provide for access and circulation to businesses. Investments would include removing the signal at closing the west leg of the intersection at Horse Lake Road and increasing capacity at the intersection at Maiden Lane. Other intersections along N Wenatchee Avenue also would be modified. New arterial and collector roads would be developed by extending Walla Walla Avenue west to connect with extensions of Princeton and Pine Avenues.; the extension of Walla Walla Avenue would be signalized at N Wenatchee Avenue to replace the signal at Maple Street. Access management, including use of medians, U-turn routes, and turn restrictions would be incorporated in the corridor.</p> <p>Pedestrian and bicycle crossings of the highway corridor will be greatly enhanced. A new undercrossing of the railroad tracks would be made at the extension of Walla Walla Avenue between the corridor and Waterfront. A new multipurpose trail would be developed between the Wenatchee River and Walnut Street on the west side of N Wenatchee Avenue.</p> <p>A new transit center would be envisioned in the vicinity of Maple Street and N Wenatchee Avenue. Intercity transit service would be supported with queue by-pass lanes at major intersections, where possible. Local transit service would be extended to more areas west of N Wenatchee Avenue.</p> <p>Potential modifications for private development access and circulation would also be identified with property owners and incorporated, where possible.</p>	<p>This concept focuses on separating travel destined within the N Wenatchee Avenue corridor from travel through the corridor that has destinations in downtown Wenatchee, the hospital area, and other areas south of 9th Street. A bypass would be constructed adjacent to the existing railroad tracks east of the corridor. Additional capacity (1 lane in each direction) would be added across the Wenatchee River. Hawley Street would be grade separated with the bypass and railroad tracks. A new north-south collector road would be constructed between Walnut / Pine and Princeton/Springwater Avenue.</p> <p>Non-motorized improvements would include an overpass crossing of N Wenatchee Avenue and the railroad tracks between the North Valley Mall and the Waterfront. An undercrossing of the bypass road and railroad tracks at Hawley Street also would enhance non-motorized connectivity and safety.</p> <p>A transit center would be developed in the vicinity of Miller Street and N Wenatchee Avenue. Intercity transit would be improved through use of the bypass. Local transit service coverage would include connections between the corridor and waterfront.</p> <p>Potential modifications for private development access and circulation would also be identified with property owners and incorporated, where possible.</p>