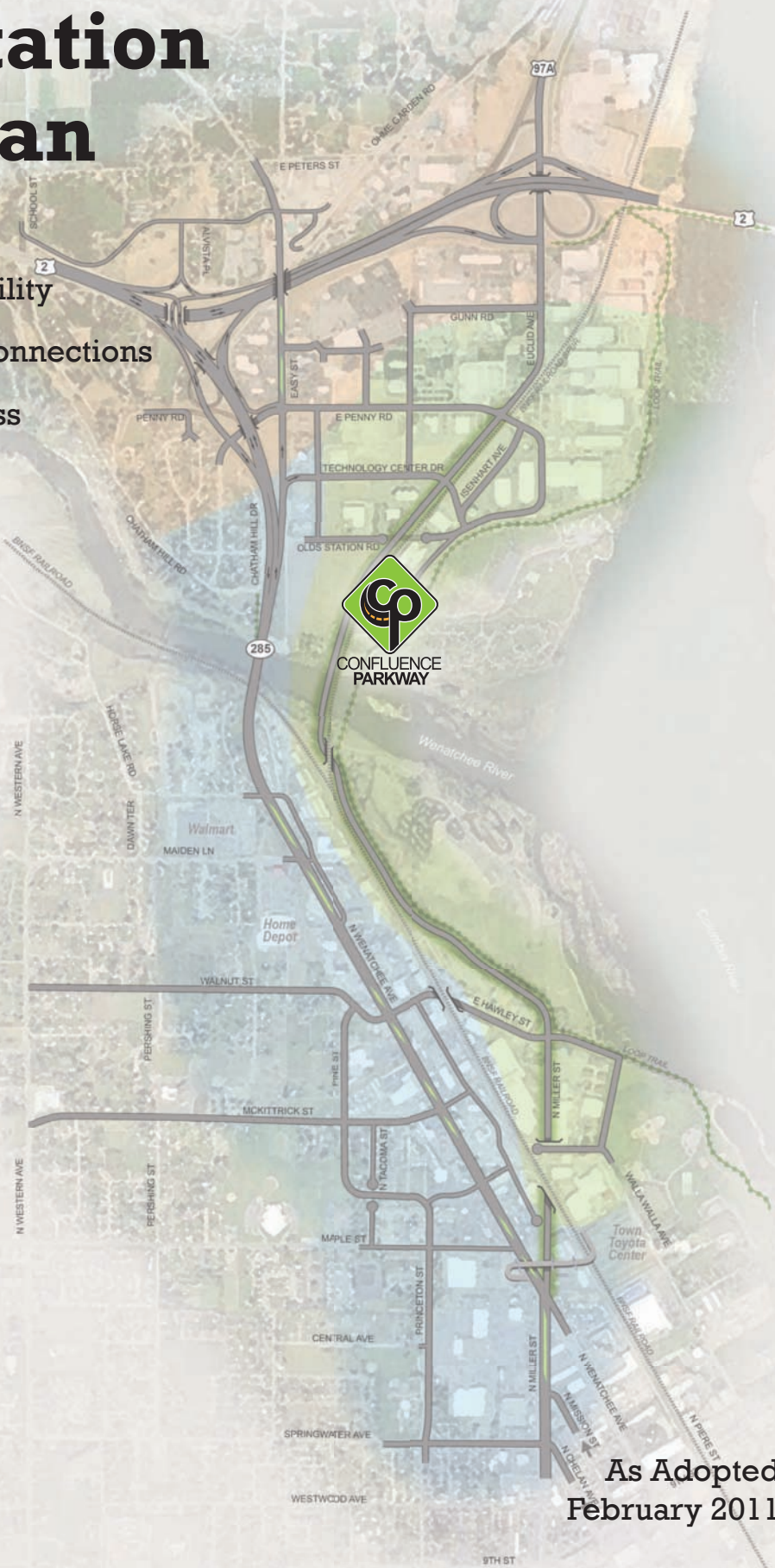


North Wenatchee Transportation Master Plan

- Expanding Regional Mobility
- Enhancing Community Connections
- Improving Business Access



As Adopted
February 2011

What is the North Wenatchee Transportation Master Plan?

The North Wenatchee Transportation Master Plan (Plan) establishes the blueprint for improving transportation safety and traffic flow in a manner that supports economic growth in the SR 285 corridor and the Wenatchee Valley. It identifies improvement projects, programs, and policy direction to enhance the transportation function of the corridor to support land use plans and economic development. The Plan focuses on North Wenatchee Avenue between US 2 and 5th Street north of downtown Wenatchee.

The goal of the North Wenatchee Transportation Master Plan is to identify and implement strategies to improve transportation safety, traffic flow, and connectivity while enhancing the environment for businesses and residents in the corridor and accommodating planned growth and development within the Valley.

The Plan was prepared by the Wenatchee Valley Transportation Council (WVTC) which sets regional transportation policy and priorities for the greater Wenatchee Valley. The Plan will be incorporated as a major element of Confluence 2030, the Metropolitan Transportation Plan. State, regional, and local agencies also will incorporate elements of the Plan into their transportation plans and Transportation Improvement Programs to support implementation of the improvement projects, programs, and policies.



Who was involved in preparing the Plan?

WVTC as the region's Metropolitan Planning Organizing (MPO) led the development of the Plan. WVTC's membership includes the region's cities, counties, and ports, as well as the Washington State Department of Transportation (WSDOT), and Link Transit. These are the major providers and operators of transportation services in the Wenatchee Valley. WVTC's Executive Board provided overall direction for the study.

A project Steering Committee and Corridor Advisory Team were established at the outset of the planning process to guide development of the Plan. The Steering Committee and Corridor Advisory Team provided input on study issues, technical analyses, evaluation criteria, improvement strategies, and final recommendations.

Steering Committee

- WVTC Staff
- City of Wenatchee
 - Public Works Department
 - Planning Department
 - Police Department
 - Fire Department
 - Planning Commission
- Chelan County
 - Public Works Department
 - Planning Department
- Link Transit
- Washington State Department of Transportation

Corridor Advisory Team

- Business owners/managers
- Property Owners
- Realtors
- Bicycle Advisory Board
- Port of Chelan
- Wenatchee Downtown Association
- Chamber of Commerce
- Town Toyota Center
- Wenatchee Valley Medical Center
- Sunnyslope neighborhood
- Builders

In addition to the more formal committees, the Plan incorporates input from the general public and other stakeholders. Input on corridor issues, types of solutions, selection criteria, and proposed improvements were obtained at two open houses and via the WVTC web site. A walking tour of the corridor was led by WVTC to allow stakeholders to experience the conditions and discuss potential improvement strategies. In addition, a drop-in session was held for business and property owners along the North Wenatchee Avenue to obtain input on the alternatives.



What are the key issues addressed by the Plan?

The Plan addresses a wide range of issues including transportation safety, traffic flow, freight mobility, transit service, pedestrian and bicycle travel, and accessibility to businesses. The project team identified existing issues in the corridor through analysis of technical data, field review of the corridor, and input from the Steering Committee, Corridor Advisory Team, and public. The team applied the regional travel demand forecasting model to provide insights into conditions 20 years in the future if no significant transportation improvements are made.

The overarching issue is balancing the wide range of transportation functions that the existing North Wenatchee Avenue corridor serves, such as–

- Serving as one of only two regional access routes to/from Wenatchee including access to the hospital, state and regional parks, and downtown Wenatchee
- Providing access to retail and commercial businesses along North Wenatchee Avenue and immediately adjacent areas
- Serving truck access for fruit packing plants and other industrial and commercial uses
- Providing access to/from the Loop Trail ,waterfront parks, and Town Toyota Center for a variety of travel modes
- Providing the spine for Link~~2~~ Intercity regional transit service between Wenatchee and outlying communities and local transit service in North Wenatchee area
- Providing access to residential areas, parks, and schools in and adjacent to the highway corridor

Serving these competing uses in one corridor has resulted in a range of specific issues that are projected to get substantially worse as the region continues to grow.

Land Use/Economic Growth

A primary function of a transportation system is to provide a means to connect between an origin and destination. The origin and destination can generally be tied to land use or activity such as residential, retail/commercial, industrial, recreational, institutional (e.g. schools, hospitals), and agricultural. Without adequate accessibility and connectivity, areas may become less desirable to live, work, shop, or recreate, which further reduces growth and economic development as envisioned in adopted plans. From that perspective, the Plan incorporates land use and economic development factors into the solutions. Some of the key issues related to land use and economic development include–

- Transportation safety and accessibility to businesses within the corridor
- Providing mobility through the corridor to connect with regional economic centers and institutional land uses
- Connectivity for various travel modes within the corridor to reduce the number of short auto trips
- Support a changing mix of the types and densities along different segments of the corridor



North Wenatchee Avenue is home to a wide range of auto-oriented businesses that depend on the highway for access.

Traffic Flow

Some of the most obvious issues in the North Wenatchee Avenue corridor are related to traffic flow and congestion. The public and stakeholders identified key issues at several intersections; these concerns were supported by technical analysis. Congestion and traffic flow issues at these locations result in traffic diverting from the corridor to parallel streets such as Western Avenue. They also result in difficulties for traffic entering or exiting businesses and side streets along the corridor. Key locations affected by poor traffic flow, traffic queues, and congestion include—

- North Wenatchee Avenue in the vicinity of Maiden Lane and Horse Lake Road
- North Wenatchee Avenue at Miller Street and Maple Street
- Hawley Street at railroad crossing
- US 2/☐ interchange with SR 285 and Easy Street/ US 2 traffic signal



Traffic flow in the vicinity of Maiden Lane was identified as a key issue.

Transportation Safety

North Wenatchee Avenue and its extension to US 2 experience a significant number of collisions each year. Many of the collisions can be related to the poor traffic flow and congestion which results in drivers making unsafe maneuvers or decisions. Important elements related to transportation safety that helped in defining the Plan include—

- Significant number of collisions at intersections related to congestion, traffic flows, and queues
- Collisions at “mid-block” locations such as driveways or in the center, two-way, left-turn lane
- Collisions resulting from changes in travel speeds as the corridor transitions from downtown Wenatchee to the freeway north of the Wenatchee River
- Conflicts between autos, trucks, and transit service
- Safety of pedestrians and bicyclists along North Wenatchee Avenue and traveling across the corridor



A number of collisions in the corridor occur as a result of traffic entering and exiting businesses.

Transit

North Wenatchee Avenue serves as a primary service corridor for Link Transit. In particular the highway serves all regional, Intercity routes traveling north of the Wenatchee River. Transit service to businesses and residential areas along the corridor also uses portions of the highway or travels through major intersections along the highway. Issues related to transit service include—

- The need for consistency in travel speeds for transit to meet service objectives
- Reliability of maintaining scheduled stop times
- Improved pedestrian connectivity and accessibility to transit
- Opportunities to increase transit share of travel through the corridor and to support future development in the corridor



Consistent travel speeds on North Wenatchee Avenue are necessary to meet transit service objectives.

Pedestrian and Bicycle Travel

North Wenatchee Avenue serves an active business district, which is primarily auto-oriented. The high volume of traffic, number of trucks and other large vehicles, combined with substandard sidewalks greatly reduce the comfort for walking and bicycling in the corridor. The highway corridor also is a barrier for pedestrians and bicyclists wishing to connect between residential and other destinations west of North Wenatchee Avenue and the Loop Trail, parks, and other destinations along the waterfront. The Plan addresses these broad issues related to pedestrian and bicycle travel—

- Safety of pedestrian and bicycle travel within and crossing the corridor
- Connectivity of the pedestrian and bicycle systems and their connections to transit
- Improving pedestrian and bicycle access to and between businesses in the corridor
- Enhancing accessibility between and across the corridor to access the Loop Trail, waterfront and parks



The limited number of pedestrian and bicycle crossings of North Wenatchee Avenue create unsafe conditions.

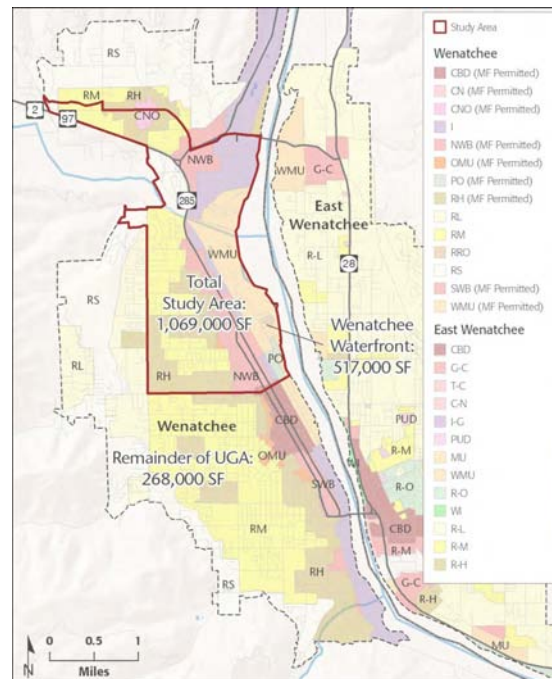
What economic benefits will result from improving the corridor?

Transportation improvements are among the largest public investments; therefore, it is critical to coordinate the transportation, land use, and economic development planning to assure they complement each other, as opposed to being contradictory.

The Plan incorporated an economic analysis to provide a better understanding of the transportation implications on economic growth and vice versa. The economic analysis looked at the overall Wenatchee Valley region as well as the study corridor.

Major findings of the economic analyses showed—

- Preserving and expanding highway capacity is needed to support the long-term viability of the Downtown Wenatchee and Waterfront districts and other regional institutions
- Enhancing access and circulation is needed to support growth of the auto-oriented businesses in the study corridor
- Improving multimodal connectivity between the highway corridor, waterfront, downtown, and the regional highway system will help create synergy between the districts



Study Area Commercial Capacity

What types of improvements were considered in developing the Plan?

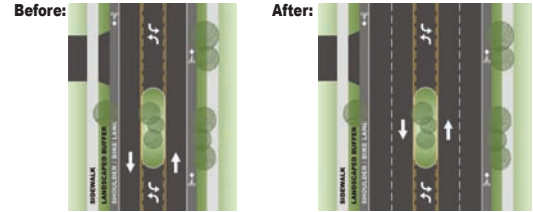
The wide range of multimodal transportation issues and economic factors required consideration and evaluation of a full range of improvement strategies. These strategies range from spot improvements within the corridor, enhancing use of other travel modes, to major regional solutions such as construction a new bridge of the Columbia River.

Confluence 2030, the Metropolitan Transportation Plan for the Wenatchee Valley, identifies several regional transportation improvements that could be considered to serve the Valley in the long-term. These include options for new bridges over the Columbia River or extension of Western Avenue over the Wenatchee River. These options were studied as part of the North Wenatchee Transportation Master Plan to determine if they would resolve, at least to some degree, the future traffic issues along North Wenatchee Avenue. The analysis determined that the previously identified regional capacity projects would provide some improvement along the SR 285 corridor; however, they would not fully resolve the forecast capacity, traffic flow, or safety concerns. This led to additional types of multimodal improvement strategies to be evaluated within the study corridor—

Improvement Types Considered in Developing the Plan

- **New Corridors** – Develop new arterial and collector roadways to increase capacity and provide alternative routes to help separate through traffic from local traffic
- **Add Lanes to Roads and Bridges** – Adding travel lanes and upgrading pedestrian and bicycle facilities along North Wenatchee Avenue and/or other roadways to increase capacity and traffic operations at intersections
- **Upgrade Existing Roadways** – Improving existing roadways to meet current urban-type design standards, including pedestrian and bicycle, to improve safety and reduce maintenance costs
- **Traffic Flow Improvements** – Installing traffic signals, roundabouts, and constructing turn lanes to improve efficiency and safety
- **Street Connections** – Construct new roadway and pedestrian and bicycle facilities to improve access to businesses and reduce the reliance on North Wenatchee Avenue for short local trips
- **Public Transit Enhancements** – Increasing the frequency and reliability of transit service, as well as improving bus stops, shelters, and developing a transit center were evaluated to support increase use of transit within and through the corridor
- **Bicycle and Pedestrian Facilities** – Upgrading existing and constructing new sidewalks, over- and under-crossings, bike lanes, bike routes, and trails, as well as upgrading crosswalks, signing, and markings to improve connectivity and safety for pedestrian and bicycle travel and access to transit
- **Interchange Modifications** – Revisions to the existing interchanges along US 2 and SR 285 to reduce delays, improve safety, and improving accessibility to adjacent development areas
- **Streetscape and Access Driveway Modifications** – Installing medians, streetscape improvements, and consolidation of driveways to enhance the identity of the North Wenatchee Avenue corridor and improve safety for vehicles and pedestrian and bicycle travel

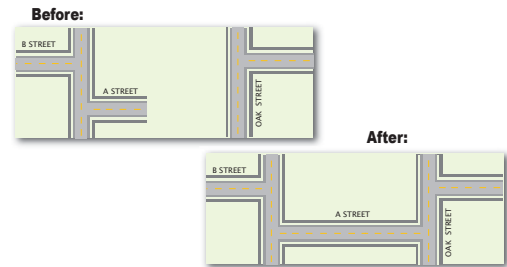
Add Lanes



Upgraded Roadway



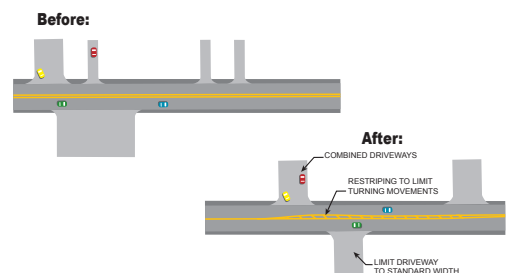
New Street Connections



Pedestrian and Bicycle Facilities



Access and Driveway Modifications



What criteria were used to select improvement strategies for inclusion in the Plan?

An initial broad range of potential criteria were developed based on the analyses of existing conditions in the corridor and review of state, regional, and local transportation plans. The broad criteria were reviewed with the Steering Committee, Corridor Advisory Team, and public to establish the most critical success factors for guiding the North Wenatchee Transportation Master Plan. These are summarized in the accompanying box.

Safety – for all types of users

Highway Mobility – Moving people and goods along and through the corridor

Urban Accessibility – ability to access businesses, parks, the waterfront, residences, and other destinations within the corridor

Economic Impacts and Benefits – both regionally and within the study corridor

Cost – relative level of investment needed to implement the improvement strategies

A screening process was used to evaluate how well individual projects and groups of projects helped meet the goal of the Plan. The evaluation included developing and analyzing travel forecasts and assessing future traffic operations and levels of congestion. The screening process also evaluated the ability of projects to improve safety, connectivity and accessibility within and across the corridor for different travel modes. In addition, order of magnitude cost estimates were taken into consideration. The initial evaluations led to creation of three “system” strategies.

The initial strategies were presented at an open house and workshop. Input from the open house led to creation of a concept for a new parallel arterial corridor and bridge over the Wenatchee River east of the BNSF railroad tracks. The concept became known as the “Confluence Parkway” option.

Three concepts were defined for the final screening process. These concepts provide a broad range of relative transportation benefits and levels of investment. Although specific improvements were included in only one of the concepts, individual projects could be combined or modified for inclusion in a different concept. This philosophy was maintained in development of the recommended Transportation Master Plan.



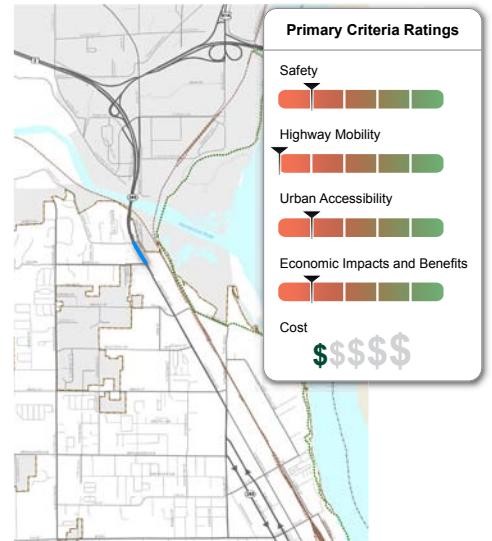
Which concepts were selected for final screening?

Minimal Improvements Concept

Under this alternative, the City of Wenatchee would focus on basic improvements to the N Wenatchee Avenue corridor and adjacent streets south of the Wenatchee River. These would include improved signing and markings, targeted improvements to traffic operations and safety.

This concept would rely on using existing transportation revenue sources and assumes no new taxes or special funding programs for the corridor improvements.

No major highway or roadway improvements would be developed north of the Wenatchee River. In this alternative nothing is proposed to address the identified safety and mobility issues at the US 2/Easy Street signalized intersection.

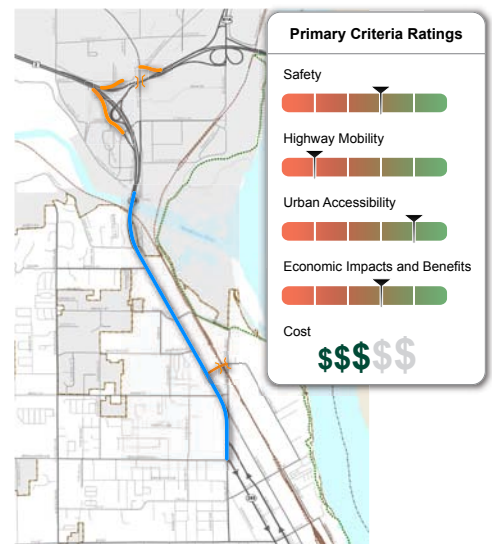


Modify North Wenatchee Avenue Concept

Upgrade existing N Wenatchee Avenue corridor to maximize the existing 4-lane capacity by developing additional circulation roads and modifications along the corridor. Investments would include adding capacity at intersections and reconfiguring access to driveways with medians, U-turn routes, and turn restrictions.

North of the Wenatchee River this alternative maintains the existing free-flow connection between US 2 and SR 285/N Wenatchee Avenue. To reduce existing and future safety issues, Easy Street would cross over US 2 and new on and off-ramps would be constructed for access to the Sunnyslope and Olds Station areas.

This option will require some additional funding to construct key elements of the concept.

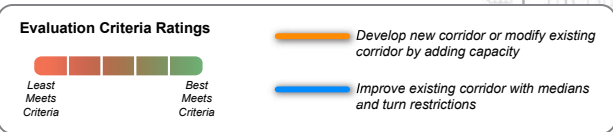
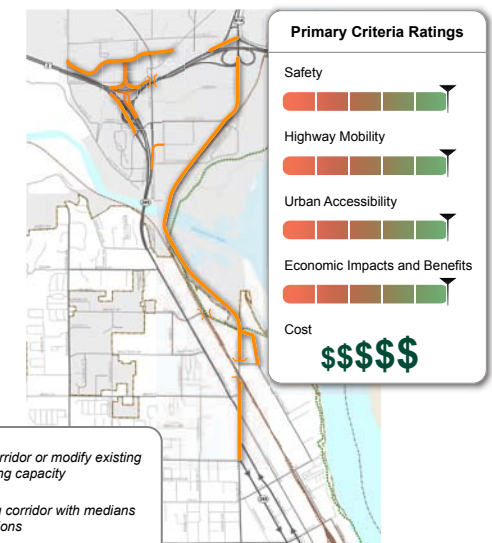


“Confluence Parkway” Concept

Increase capacity and connectivity by constructing a new parallel 2-lane arterial corridor connecting Miller Street to the Euclid Avenue interchange with US 2.

The existing interchange at US 2 / SR 285 would be reconstructed to straighten US 2 as the through route while maintaining capacity to/from Wenatchee and access to the Sunnyslope and Olds Station areas.

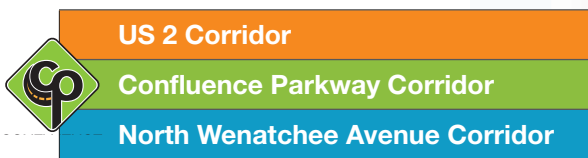
A major new source of funding and a coordinated regional effort will be needed to implement this concept.



What are the major components of the Transportation Master Plan?

The North Wenatchee Transportation Master Plan includes an integrated set of multimodal transportation improvements to address the range of study issues. The most significant improvements include modifications to the interchanges along US 2 and SR 285 and construction of the new “Confluence Parkway” corridor. In addition, new over- and under-crossings are planned to reduce delays and conflicts between travel modes and to enhance traffic flow and safety. New major pedestrian and bicycle facilities are included, as is a new North Wenatchee Transit Center. The major improvements are supported by a wide range of other projects and programs to complete a functional multimodal transportation system to meet the existing and future travel demands and support economic development within the study corridor and throughout the region.

As illustrated, the Plan consists of three major components:



- US 2 Corridor**
- Confluence Parkway Corridor**
- North Wenatchee Avenue Corridor**

The corridor improvements tie together to provide the overall transportation benefits to the region. The following summarizes the major improvements and additional components within each of the three corridors. Additional detail on individual improvement projects is included as an appendix to this report.



US 2 Corridor & Connections to North Wenatchee

The Plan identifies revisions to US 2 and the freeway section of SR 285 to improve safety and traffic flow on the regional highways while maintaining/enhancing accessibility to Wenatchee and the Olds Station and Sunnyslope subareas.



US 2/SR 285/Easy Street Interchange

The interchange of US 2/SR 285 will be reconstructed to allow eastbound traffic on US 2 to connect directly to the Odabashian Bridge, eliminating the existing loop ramp. In addition, the traffic signal at US 2/Easy Street would be eliminated to allow US 2 to operate as a fully limited-access freeway between Monitor and SR 28 in Douglas County. Easy Street would be reconstructed to cross over US 2 to maintain connectivity between the Olds Station and Sunnyslope subareas. New interchange ramps and local circulation roadways would be constructed to maintain capacity and connectivity between US 2 and the City of Wenatchee, as well as to/from the Olds Station and Sunnyslope subareas



Easy Street crossing over US 2 allows safer, more efficient connectivity for local traffic

US 2/Euclid Avenue Interchange

The existing on- and off-ramps will be modified to provide additional capacity and reduce traffic conflicts associated with vehicles entering and exiting US 2 to support changes in travel patterns that will result from the construction of the Confluence Parkway.

US 2 Corridor & Connections to North Wenatchee Additional Components

In addition to the above major improvements, the Plan calls for upgrading Easy Street to better serve travel patterns and access to/from US 2 and SR 285. Other projects include completing local access and circulation roads to improve connectivity between businesses for vehicles and pedestrian and bicycle travel. A new path for bicyclists and pedestrians would be constructed on the south side of US 2 to connect the Sunnyslope area with the Loop Trail via Easy Street. Transit shelters and bus stops also would be developed and/or upgraded to enhance use of transit as the area develops.

Confluence Parkway Corridor

This component of the Plan targets increasing transportation capacity for autos, freight, and transit to enhance regional mobility.

Confluence Parkway



CONFLUENCE
PARKWAY

A new two-lane arterial corridor will be constructed by extending Miller Street south of the Wenatchee River to connect to Euclid Avenue and US 2. The Miller Street intersection with the North Wenatchee Avenue would be modified to add capacity to provide for southbound traffic on Miller Street south of Maple Street. The new arterial will directly benefit regional traffic, freight, and Intercity transit service. A new bridge would be constructed over the Wenatchee River reducing the bottleneck on the existing bridge. Improvements include under-crossings of Miller Street with the mainline BNSF railroad tracks and with Walla Walla Avenue. The Loop Trail will be relocated and upgraded to enhance visibility and access near Hawley Street. North of the Wenatchee River the new roadway will connect to an improved Euclid Avenue to provide regional access with US 2.

Confluence Parkway Additional Components

To support access and circulation to the waterfront, Hawley Street will need to be extended east of Miller Street to connect with a northern extension of Walla Walla Avenue adjacent to the existing park. North of the Wenatchee River a new intersection will be developed with the Parkway by extending Technology Center Drive; the existing intersection of Penny Road and Euclid Avenue also will be upgraded. These upgraded east-west roadways will improve connectivity and accessibility for trucks, general traffic, pedestrians, and bicyclists to the state park and industrial areas east of the railroad tracks.



The new Confluence Parkway corridor shifts traffic away from North Wenatchee Avenue reducing congestion and improving safety.



North Wenatchee Avenue Corridor

Construction of the Confluence Parkway will greatly reduce forecast traffic volumes along North Wenatchee Avenue, allowing the highway to better serve existing and future businesses along the corridor. Therefore, improvements in the North Wenatchee Avenue corridor focus on improving safety, circulation/accessibility to businesses, and upgrading the look and feel of transportation facilities serving the business district.

North Wenatchee Avenue

This arterial highway is the spine of an auto-oriented business district from south of Miller Street to the Wenatchee River. The Plan identifies a range of enhancements to improve traffic flow including addition of turn lanes, installation of a new traffic signal, and improving traffic signal coordination. In addition, the Plan projects include incorporating landscaping, consolidating driveways, and restricting some turn movements to reduce the number of conflict points. Other improvements include improved signing, markings, and lighting in the corridor. Pedestrian and bicycle travel within and across the corridor will be enhanced with wider sidewalks, upgraded crosswalks, and improved signal detection of bicycles. Transit stops and shelters will also be constructed or upgraded as part of the roadway, intersection, and sidewalk improvements.

SR 285/Easy Street/Penny Road Northbound Off-Ramp

The existing northbound off-ramp from the Wenatchee River Bridge to Olds Station directs most traffic to the intersection of Penny Road at Easy Street. The Plan includes a project to modify the off-ramp to allow traffic to turn east and connect to Technology Center Drive. This will increase the accessibility to the developing Olds Station area, as well as a through connection to the Confluence Parkway corridor.

Canal Trail

A multi-use trail is proposed along the existing Pioneer Canal right-of-way on the west side of North Wenatchee Avenue between the Wenatchee River and Walnut Street. The trail would include an undercrossing of Maiden Lane to eliminate conflicts with traffic. In addition, the existing pedestrian facility on the west side of the Wenatchee River Bridge will be widened or a new facility will be constructed. These combined facilities provide a new corridor to improve safety and accessibility for pedestrians and bicyclists, as well as reducing conflicts with vehicular traffic. The trail also would provide access to transit stops near Maiden Lane.

North Wenatchee Avenue in the Vicinity of Maiden Lane

The segment of North Wenatchee Avenue near Maiden Lane and Horse Lake Road was identified as one of the most critical safety and traffic flow issues in the study corridor. The Plan calls for constructing a new access road on the east side of North Wenatchee Avenue. This would allow modification of access points which are the source of many collisions. In addition, the intersection of North Wenatchee Avenue at Maiden Lane would be modified to increase capacity and reduce impacts of traffic backups. Pedestrian facilities and transit stops in the vicinity of Maiden Lane and Horse Lake Road also would be upgraded.



Hawley Street Undercrossing

The Plan recommends reconstructing Hawley Street to cross under the BNSF railroad tracks east of North Wenatchee Avenue. The undercrossing will reduce delays and improve safety for a full range of travel modes. The undercrossing also will facilitate potential changes to enhance transit service to the waterfront.



Pedestrian and Bicycle Overcrossing

To improve the connectivity and safety for bicyclists and pedestrians, a new overcrossing will be constructed in the vicinity of Miller Street and North Wenatchee Avenue. The new facility will cross over North Wenatchee Avenue, Miller Street, and the railroad tracks connecting the Valley North Mall commercial district with the waterfront. The new overcrossing would also connect with the new transit center.

North Wenatchee Transit Center and Transit Service

To provide a focal point for improved transit service, a new transit center is proposed to be constructed in the vicinity of Miller Street and North Wenatchee Avenue. This location provides excellent access to the Confluence Parkway which would serve the Intercity regional transit routes. The transit center also would increase transit access to the Valley North Mall commercial district and waterfront via the new pedestrian and bicycle overcrossing. Local transit service for North Wenatchee also would be able to connect at the transit center to facilitate transfers and the overall connectivity of transit service in North Wenatchee. Bus pullouts would also be incorporated along North Wenatchee Avenue in the vicinity of Maple, McKittrick and Hawley Streets.

North Wenatchee Avenue Corridor Additional Components

An extensive list of additional multimodal projects and programs were identified to support the above major improvements to improve transportation within the North Wenatchee Avenue Corridor. The most significant of these additional components are the new collector and local access roadways. Existing streets will be reconstructed to collector standards to provide alternative east-west routes between Western Avenue and North Wenatchee Avenue. Completion of new north-south collector roadways to improve business access and circulation between neighborhoods also are included. The updated circulation roads also will include improved facilities for bicyclists and pedestrians. The Plan also includes a range of projects and programs for improving overall transportation service within the North Wenatchee Avenue corridor. These include traffic signal coordination, spot sidewalk repairs, upgrades to bus stops and shelters, and improved signing and markings.



Improved pedestrian facilities along and crossing North Wenatchee Avenue will enhance safety and accessibility. For example, modified McKittrick Street as shown above

What are the costs of the Plan?

Preliminary estimates for the total of all roadway, intersection, transit center, and pedestrian and bicycle improvements are estimated to be between \$180 and \$230 million, in 2020 dollars. Growth in costs associated for the modified transit operations or street maintenance and operations are not included in this figure.

Costs within each of the three sub-components of the Transportation Master Plan are summarized in the following table. Improvements in the US 2 corridor are estimated to be in the approximate range of \$44.4 - \$50.2 million, or 22% of the total. The majority of these costs are associated with the reconstruction of the US 2/SR 285/Easy Street Interchange. Constructing the new Confluence Parkway and associated improvements are estimated to range between \$72.9 - \$88.6 million, or 38% of the total. Upgrading and improving the existing North Wenatchee Avenue corridor for better safety, traffic flow, and connectivity is estimated to cost between \$73.5 - \$92.3 million. This represents approximately 40% of the total Plan.

Improvement	Cost Estimate Range		Percent of Plan Costs ¹
US 2 Corridor & Connections to North Wenatchee	\$41.4	- \$50.2 million	22%
• US 2/SR 285/Easy Street Interchange	\$33.0	- \$40.0 million	
• US 2/Euclid Avenue Interchange	\$1.6	- \$1.9 million	
• US 2 Corridor Additional Components	\$6.8	- \$8.3 million	
Confluence Parkway Corridor	\$72.9	- \$88.6 million	38%
• Confluence Parkway	\$70.0	- \$85.0 million	
• Confluence Parkway Additional Components	\$2.9	- \$3.6 million	
North Wenatchee Avenue Corridor	\$73.5	- \$92.3 million	40%
• North Wenatchee Avenue	\$6.1	- \$8.1 million	
• SR 285 Northbound Off-ramp to Easy Street	\$0.4	- \$0.5 million	
• Canal Trail	\$9.0	- \$11.0 million	
• Hawley Street Undercrossing	\$17.8	- \$21.0 million	
• Pedestrian and Bicycle Overcrossing	\$10.0	- \$12.0 million	
• North Wenatchee Transit Center	\$10.0	- \$15.0 million	
• North Wenatchee Avenue Corridor Additional Components	\$20.2	- \$24.7 million	
Grand Total	\$187.8	- \$231.1million	

1. Plan from Transportation Master Plan

How might the Plan be funded?

Due to the relatively high cost of the Plan, implementation will require a combination of local, regional, state, and/or federal funding, and certain elements may be implemented as part of private development. Funding for many of the lower cost capital improvement projects, as well as maintenance and operations, will likely come from local jurisdictions. **The higher cost projects—such as the Confluence Parkway and US 2 interchange projects will require state or federal funding—or a major new regional funding source.**

The City of Wenatchee and Chelan County will be the primary local jurisdictions implementing many of the Plan improvements, particularly upgrading intersections, sidewalks, and local roadways, although local funding will always compete with other needs in other parts of the City and County.

Many of the improvements will be eligible to compete for state Transportation Improvement Board and County Road Administration Board grants based on their ability to improve safety, traffic flow, and support economic development. Other grant programs exist to support implementation of pedestrian and bicycle improvement projects that are consistent with the Plan. It is recommended that the local jurisdictions work together and support each other in systematically pursuing grants for Plan improvements, as opposed to submitting applications that could adversely compete with each other. Local jurisdictions can also pursue loans through the Public Works Trust Fund or issue bonds (debt) to accelerate funding for high-priority components of the Plan.

Certain improvements could be required by the City of Wenatchee as commercial properties develop or redevelop within the corridor. These could include construction of frontage and pedestrian improvements, or contributions toward new circulation/access roads. Future development could also be required to contribute funding for traffic safety, operations, or sidewalk improvements through SEPA mitigation or to meet MA concurrency standards.

Link Transit may be able to assist in funding some of the improvements. Link Transit is funded primarily through local sales tax revenues, fare box revenues, and grants, and has a direct interest and benefit in improving the corridor in order to provide more reliable and effective transit service for their customers. Transit funding could be directed toward the new north-end Transit Center, improvements to bus stops/shelters, and improving pedestrian and bicycle infrastructure near bus stops. Link also has identified the Confluence Parkway as the key element of the Plan that supports efficient operation of the intercity bus routes that do not need to stop at locations along North Wenatchee Avenue. Link Transit should review and continually evaluate grant funding programs that may be appropriate to accomplish the transit related elements of the Plan, and work with the City of Wenatchee, Chelan County, and WSDOT to help fund transit stop and service improvements that can be tied to other highway and roadway projects, such as additional bus pull-outs along North Wenatchee Avenue.

WVTC and its member agencies will work together to pursue funding for regional and state highway improvements through the state legislature and through Congress. In particular, federal and/or state funding is appropriate and necessary for the US 2 interchange improvements and construction of the Confluence Parkway. These improvements are the core elements of the Plan and cannot be funded through existing and available local funding mechanisms. US 2 and the Confluence Parkway address key issues in the Metropolitan Transportation Plan and are consistent with federal and state transportation goals.

Creation of a regional Transportation Benefit District could be considered to help fund some of the Plan Improvements, and to help provide matching funds for state and federal grants. Overall, funding for the Plan will require a wide range of strategies. New, dedicated funding will be required from state or federal programs to complete the most significant projects while local jurisdictions can focus on funding the lower-cost improvement projects. WVTC will continue to work with its members in pursuing a systematic approach for implementing the Plan.

How will the Plan be Implemented?

Short-Term Improvements

The Transportation Master Plan has identified a list of projects that should be implemented within the next several years, as summarized in the following table. The City of Wenatchee would be lead agency for most of the short-term improvement projects. However, the City must be supported by WVTC and other agencies to implement these improvements in recognition that they are part of a larger regional plan.

Depending on the availability of funding and time needed for environmental review, project design, and coordination with affected property and business owners some of these projects may take longer. Other projects not identified on this list also may be implemented at an earlier date depending on overall agency priorities and/or opportunities related to development or redevelopment of specific properties.

Project Location (Limits)	Description
US 2 at Easy Street Intersection	Upgrade signing and markings, as appropriate. Potentially eliminate right turn on red for southbound approach prior to constructing the overcrossing
Confluence Parkway (North Wenatchee Avenue to US 2)	Prepare environmental review and preliminary design studies
North Wenatchee Avenue Vicinity of Maiden Lane	Construct access road and intersection modifications
North Wenatchee Avenue at McKittrick Street	Install traffic signal and turn lanes
North Wenatchee Avenue at Miller Street	Modify roadway and intersection to allow southbound traffic from Miller Street south of Maple Street
North Wenatchee Avenue/Miller Street Corridor (5th Street to Wenatchee River)	Upgrade traffic signal interconnect system
North Wenatchee Avenue (Red Lion Inn to Miller Street)	Upgrade and widen sidewalks
Hawley Street (North Wenatchee Avenue to Miller Street)	Construct undercrossing of railroad and upgrade pedestrian and bicycle facilities
McKittrick Street (North Wenatchee Avenue to Pine Street)	Reconstruct roadway including pedestrian and bicycle facilities
Pedestrian and Bicycle Overcrossing (Valley North Mall to waterfront)	Construct pedestrian and bicycle overcrossing of North Wenatchee Avenue, Miller Street, and railroad tracks
Walnut Street (Pine Street to Stella Avenue)	Reconstruct roadway including pedestrian and bicycle facilities
North Wenatchee Avenue Corridor (Wenatchee River to Miller Street)	Spot sidewalk and bicycle improvements; upgrade pedestrian and bicycle detection and markings; and audio pedestrian crossings
Pine Street (Walnut Street to McKittrick Street)	Reconstruct roadway including pedestrian and bicycle facilities
SR 285 Northbound Off-ramp to Easy Street	Provide direct off-ramp and roadway connection between Easy Street and Technology Center Drive

Confluence Parkway Phasing

The Confluence Parkway will require several years of committed regional effort to implement. As an initial step, the Confluence Parkway corridor will need to be incorporated into regional and local agency plans. This will allow WVTC and its member agencies to proceed with environmental review and preliminary design studies. Final designs and right-of-way acquisition would then commence, followed by construction. Construction phasing will depend on the final design, funding availability, and right-of-way needs. Preliminary analyses indicate that initial improvements may focus on the segment of Miller Street between Hawley Street and North Wenatchee Avenue, including the Miller Street undercrossing of the railroad tracks and associated improvements. The Parkway improvements north of the Wenatchee River in the Olds Station area would then be completed. The Parkway would then be opened to traffic following construction of a new bridge over the Wenatchee River and the connecting road segment from the bridge to Hawley Street.

Where can I get more information on the North Wenatchee Transportation Master Plan?

The Wenatchee Valley Transportation Council (WVTC) is the lead agency for the Transportation Master Plan. Jeff Wilkens, WVTC Executive Director, led the development of the Plan. His contact information is—

Jeff Wilkens

Executive Director

Wenatchee Valley Transportation Council

300 South Columbia Street

Wenatchee, WA 98801

Phone—(509) 837-0500

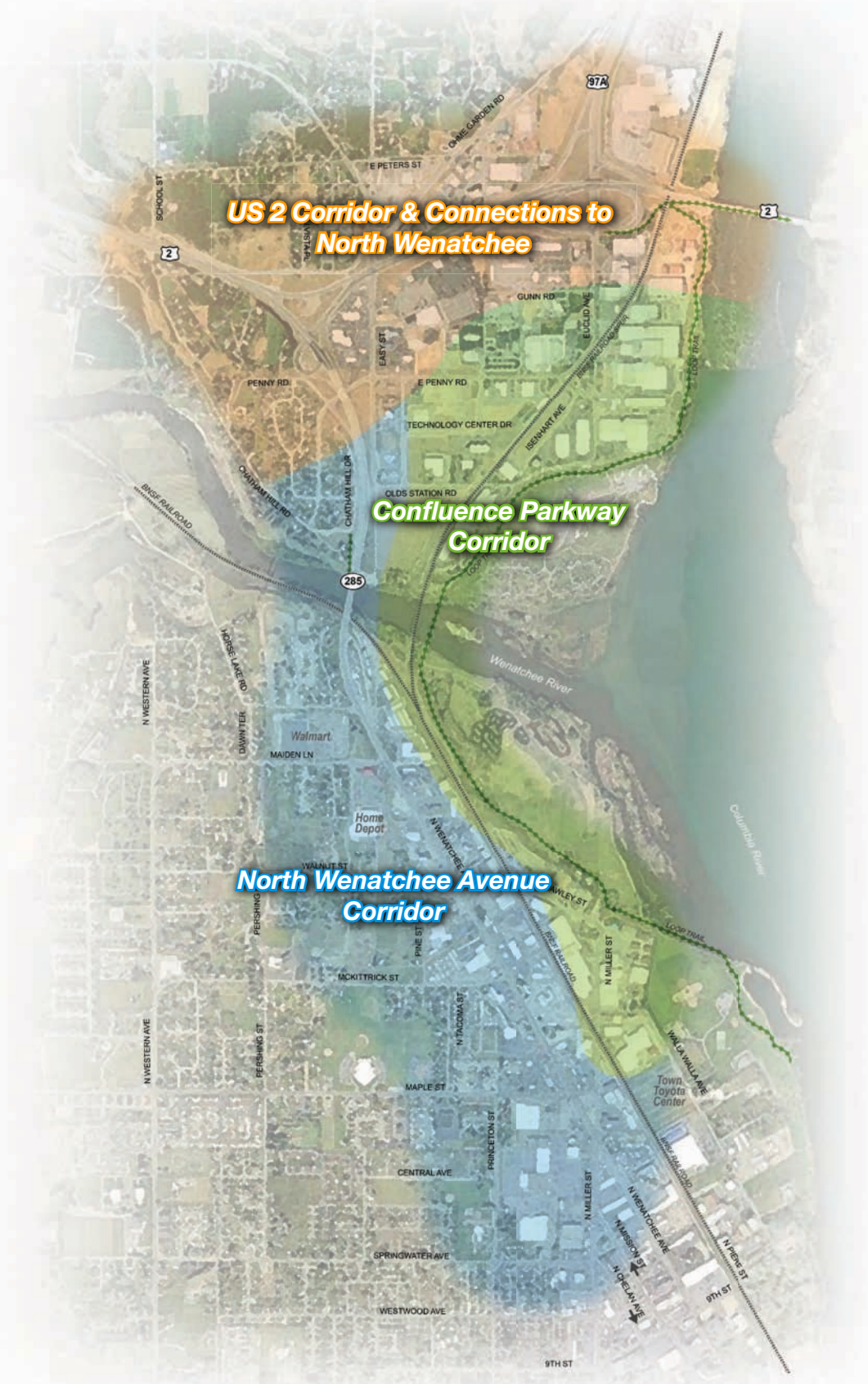
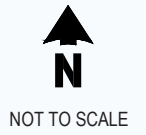
Email—info@confluenceparkway.org



Additional technical detail also can be found in the North Wenatchee Transportation Plan Study Report and Appendices. The Study Report is available online at www.confluenceparkway.org. Copies of the Plan are also available at the WVTC office, City of Wenatchee Public Works, and the Wenatchee and East Wenatchee Libraries.

North Wenatchee Transportation Master Plan Components

FIGURE
A-1



North Wenatchee Transportation Master Plan Cost Estimates

Adopted
February 2011

FIGURE
A-2

Project Ref No.	Project Name (Limits)	Project Description	Modes Served	Costs in millions
US 2 Corridor & Connections to North Wenatchee Improvements				\$41.4 - \$50.2
1	US 2 / SR 285 / Easy Street Interchange	Reconstruct interchange of US 2 / SR 285 to straighten US 2 as the through route while maintaining capacity to/from Wenatchee and accessibility to serve existing development and economic growth in the Sunnyslope and Olds Station areas. Improve traffic safety and operations by eliminating the existing traffic signal at US2 / Easy Street and constructing a new overcrossing of US 2.	Autos, Transit, Freight	\$33.0 to \$40.0
2	Modify US 2 / Euclid Avenue Interchange	Modify existing interchange to improve traffic flow and connections with new Confluence Parkway.	Autos, Transit, Freight	\$1.6 to \$1.9
	US 2 Corridor- Additional Components	Improve traffic flow and safety to support economic development and accessibility to Loop Trail through improvements along Easy Street, Penny Road, and constructing a new multi-use trail south of US 2 between Easy Street and Euclid Avenue. Develop and upgrade local circulation and access roads to support development of the area and improve safety and connectivity for pedestrians and bicyclists. Construct improved transit stops and install shelters at priority bus stops to enhance accessibility of transit in the Olds Station and Sunnyslope areas.	Autos, Transit, Freight, Bicycles, Pedestrians	\$6.8 to \$8.3
Confluence Parkway Corridor Improvements				\$72.9 - \$88.6
3	Confluence Parkway (Miller Street/ North Wenatchee Avenue to Euclid Avenue/US 2)	Construct new parallel 2-lane arterial corridor by extending Miller Street to connect with to Euclid Avenue, including a new bridge over the Wenatchee River. The new corridor will provide an alternative corridor to enhance regional mobility and add capacity for autos, trucks, and regional transit service. Improvements will include an undercrossing of the railroad tracks and Walla Walla Avenue to reduce delays and safety conflicts for vehicular and non-motorized travel. The Loop Trail will be relocated and improved. The Confluence Parkway will connect with the proposed Transit Center near Miller Street and North Wenatchee Avenue to further improve multimodal connectivity to regional attractions in Wenatchee.	Autos, Transit, Freight, Bicycles, Pedestrians	\$70.0 to \$85.0
	Confluence Parkway Corridor- Additional Components	South of the Wenatchee River, Hawley Street will be extended to connect to Walla Walla Avenue to maintain and improve accessibility and connectivity between North Wenatchee Avenue and the waterfront. North of the Wenatchee River, Penny Road/Euclid Avenue and Technology Center Drive will be reconstructed to improve connections across the railroad tracks for trucks, autos, and enhance access to the Loop Trail and state park.	Autos, Transit, Freight, Bicycles, Pedestrians	\$2.9 to \$3.6
North Wenatchee Avenue Corridor Improvements				\$73.5 - \$92.3
4	North Wenatchee Avenue (South of Miller Street to Wenatchee River)	Upgrade existing North Wenatchee Avenue to improve safety, operations, and transportation accessibility to support business access and economic development within the corridor. Improvements include intersection capacity, new traffic signals, traffic signal interconnects, wider sidewalks, streetscape and landscaping, access consolidation, street lighting, median safety improvements, and signing and marking upgrades. In addition, construct bus pullouts and upgrade transit stops and shelters along North Wenatchee Avenue as part of intersection, roadway, and standalone improvement projects.	Autos, Transit, Bicycles, Pedestrians	\$6.1 to \$8.1
5	Hawley Street (North Wenatchee Avenue to Miller Street)	Construct undercrossing of railroad tracks and upgrade non-motorized facilities to improve accessibility between North Wenatchee Avenue and waterfront and connections to Confluence Parkway.	Autos, Transit, Freight, Bicycles, Pedestrians	\$17.8 to \$21.0
6	Pedestrian and Bicycle Bridge and Connections to Waterfront (North Wenatchee Avenue to Parks)	Construct pedestrian and bicycle bridge over North Wenatchee Avenue, Miller Street, and railroad tracks to improve safety and accessibility between commercial development and waterfront, as well as connections to new transit center.	Transit, Bicycles, Pedestrians	\$10.0 to \$12.0
7	North Wenatchee Transit Center and Transit Service	Construct new transit center in the vicinity of North Wenatchee Avenue / Miller Street / Confluence Parkway to provide a focal point for transit service and connectivity to North Wenatchee Avenue commercial area and waterfront. Relocate intercity, regional transit from North Wenatchee Avenue to Confluence Parkway to reduce delays along the corridor. Revise local transit service to use future roadway undercrossings at Hawley Street and/or Miller Street and upgraded circulation roads to enhance transit service coverage in corridor and areas west of North Wenatchee Avenue.	Transit	\$10.0 to \$15.0
8	SR 285 Easy Street / Penny Road Northbound Off-ramp	Modify SR 285 northbound off-ramp to provide new direct connection to Technology Center Drive to support growth and connectivity with Olds Station area.	Autos, Freight	\$0.40 to \$0.500
9	Canal Trail (Wenatchee River to Walnut Street)	Construct multi-use trail on west side on North Wenatchee Avenue using existing canal alignment and right-of-way including an undercrossing of Maiden Lane. In addition, widen or construct new pedestrian facility on west side of Wenatchee River Bridge. These improvements will provide a key non-motorized corridor to improve accessibility and safety for pedestrians and bicyclists within the North Wenatchee Avenue corridor and connectivity to the Loop Trail.	Bicycles, Pedestrians	\$9.0 to \$11.0
	North Wenatchee Avenue Corridor- Additional Components	Construct system of frontage and circulation roadways and upgrade existing roadways to improve safety, operations, and accessibility to existing and future businesses. Improvements would include facilities for bicyclists, pedestrians, and transit service. Work with property owners and businesses to improve internal vehicular and non-motorized circulation within and between parking lots to reduce safety and operations impacts on adjacent arterials and collector roadways, and to support economic growth through redevelopment opportunities.	Autos, Transit, Bicycles, Pedestrians	\$20.2 to \$24.7
Grand Total				\$187.8 - \$231.1

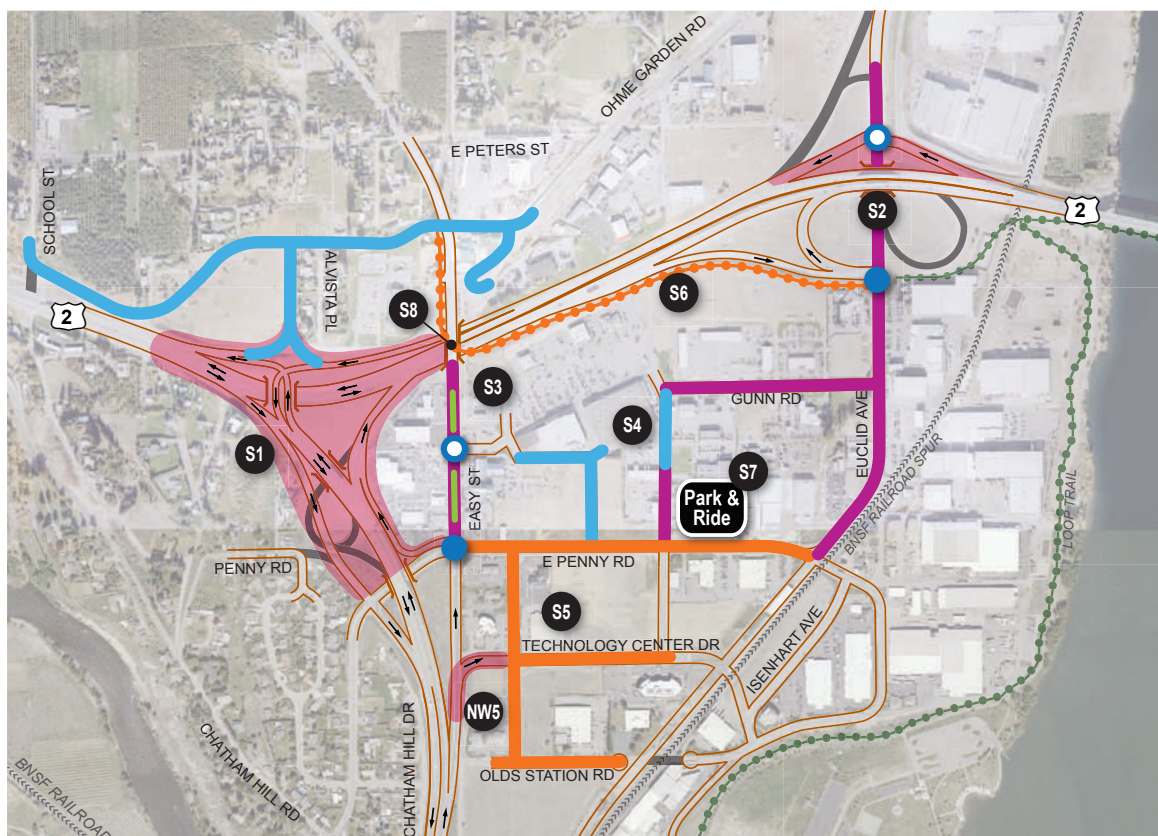


North Wenatchee Transportation Master Plan Cost Estimates

Adopted
February 2011

FIGURE
A-3

Project Ref No.	Project Name (Limits)	Project Description	Modes Served	Costs in millions
US 2 Corridor & Connections to North Wenatchee Improvements				
S1	US 2 / SR 285 / Easy Street Interchange	<ul style="list-style-type: none"> Reconstruct existing interchange to provide direct eastbound traffic flow on US 2 Remove existing traffic signal at US 2 / Easy Street and construct new overcrossing of US 2 at Easy Street with pedestrian and bicycle facilities Construct new local circulation roads and ramps to connect Olds Station and Sunnyslope to US 2 		\$33.0 to \$40.0
S2	Modify US 2 / Euclid Avenue Interchange	<ul style="list-style-type: none"> Modify interchange to improve connections with new Confluence Parkway 		\$1.6 to \$1.9
S3	Easy Street (US 2 to Penny Road)	<ul style="list-style-type: none"> Reconstruct and widen Easy Street with median, new traffic signal, and pedestrian and bicycle facilities 		\$2.7 to \$3.3
S4	Olds Station Circulation Roads	<ul style="list-style-type: none"> Construct new and upgrade existing local roads to improve access and circulation roads within Olds Station commercial and industrial areas 		\$1.5 to \$1.8
S5	Olds Station Subarea Pedestrian and Bicycle Facilities	<ul style="list-style-type: none"> Complete sidewalks and bicycle facilities on Penny Road, Chester Kimm Road, and Olds Station Road 		\$1.2 to \$1.4
S6	Easy Street / US 2 Pedestrian Facilities and Bicycle Route (Peters Street to Euclid Avenue)	<ul style="list-style-type: none"> Construct new pedestrian and bicycle pathway / trail along Easy Street north of US 2 to Euclid Avenue south of US 2 		\$1.3 to \$1.6
S7	Transit Stops and Shelters	<ul style="list-style-type: none"> Construct improved transit stops and install shelters at priority bus stops in Olds Station and Sunnyslope areas 		\$0.05 to \$0.1
S8	US 2 / Easy Street Intersection	<ul style="list-style-type: none"> Upgrade traffic signing and markings Eliminate right-turn on red for southbound approach 		\$0.04 to \$0.06
Grand Total				\$41.4 - \$50.2



Modes Served

- Autos
- Pedestrians
- Transit
- Bicycles
- Freight

LEGEND

- New Bridge
- Interchange Modification
- New Arterial or Collector Roadway
- New Access/ Circulation Road
- Upgrade Existing Roadway
- Roadway Median Treatment
- U-Turn Route
- Pedestrian and Bicycle Overcrossing or Trail
- Pedestrian and Bicycle Facilities
- Intersection Improvement With Existing Signal
- Intersection Improvement With New Signal
- Ramps/Roadway to be Removed
- Transit Center
- Project Reference Number

North Wenatchee Transportation Master Plan Cost Estimates

Project Ref No.	Project Name (Limits)	Project Description	Modes Served	Costs in millions
Confluence Parkway Corridor Improvements \$72.9 - \$88.6				
CP1	Confluence Parkway (Miller Street/ North Wenatchee Avenue to Euclid Avenue/US 2)	<ul style="list-style-type: none"> Construct new 2-lane arterial parallel to North Wenatchee Avenue by extending Miller Street to connect to Euclid Avenue Relocate and improve Apple Loop Trail between Hawley Street and Wenatchee River Construct new bridge over Wenatchee River and undercrossing of railroad spur tracks Construct Miller Street undercrossing of railroad tracks and Walla Walla Avenue, including pedestrian and bicycle facilities and new traffic signal at Hawley Street Reconstruct Miller Street / North Wenatchee Avenue intersection to allow for southbound traffic and increased capacity Realign existing railroad spur tracks in Olds Station area to construct Parkway Upgrade and construct new signalized intersections at Penny Road/Euclid Avenue and Technology Center Drive / Confluence Parkway with pedestrian and bicycle connections to Loop Trail; close existing railroad crossing at Olds Station Road Widen and upgrade existing Euclid Avenue north of Penny Road 		\$70.0 to \$85.0
CP2	Hawley Street / Park Connection (Miller Street to Walla Walla Avenue)	<ul style="list-style-type: none"> Construct 2 lane collector road with pedestrian and bicycle facilities 		\$2.9 to \$3.6
CP3	Intercity Transit Service	<ul style="list-style-type: none"> Move intercity transit service from North Wenatchee Avenue to Confluence Parkway 		NA ¹
Grand Total				\$72.9 - \$88.6

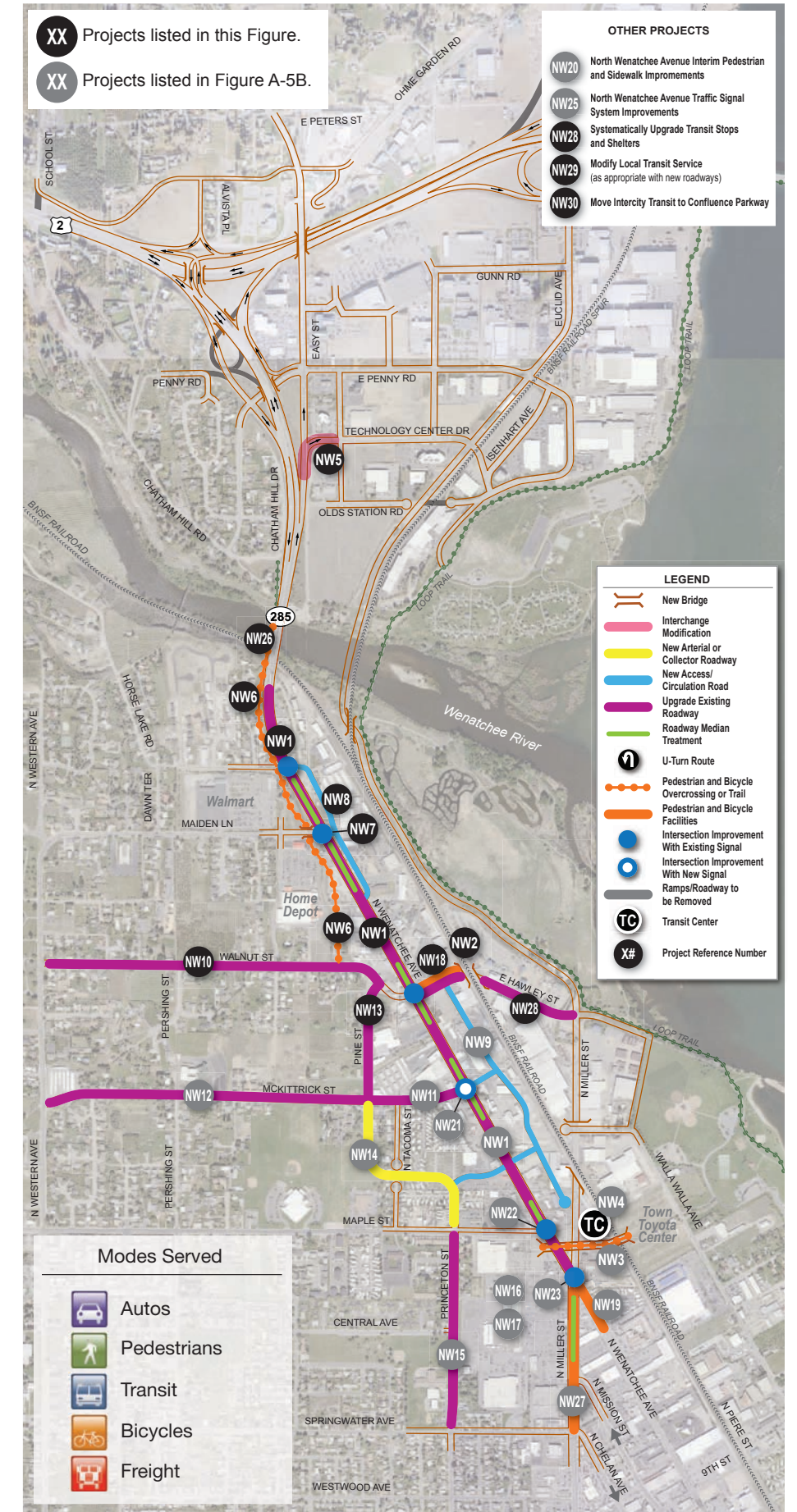
1. Cost estimates not developed for transit service changes.



North Wenatchee Transportation Master Plan Cost Estimates

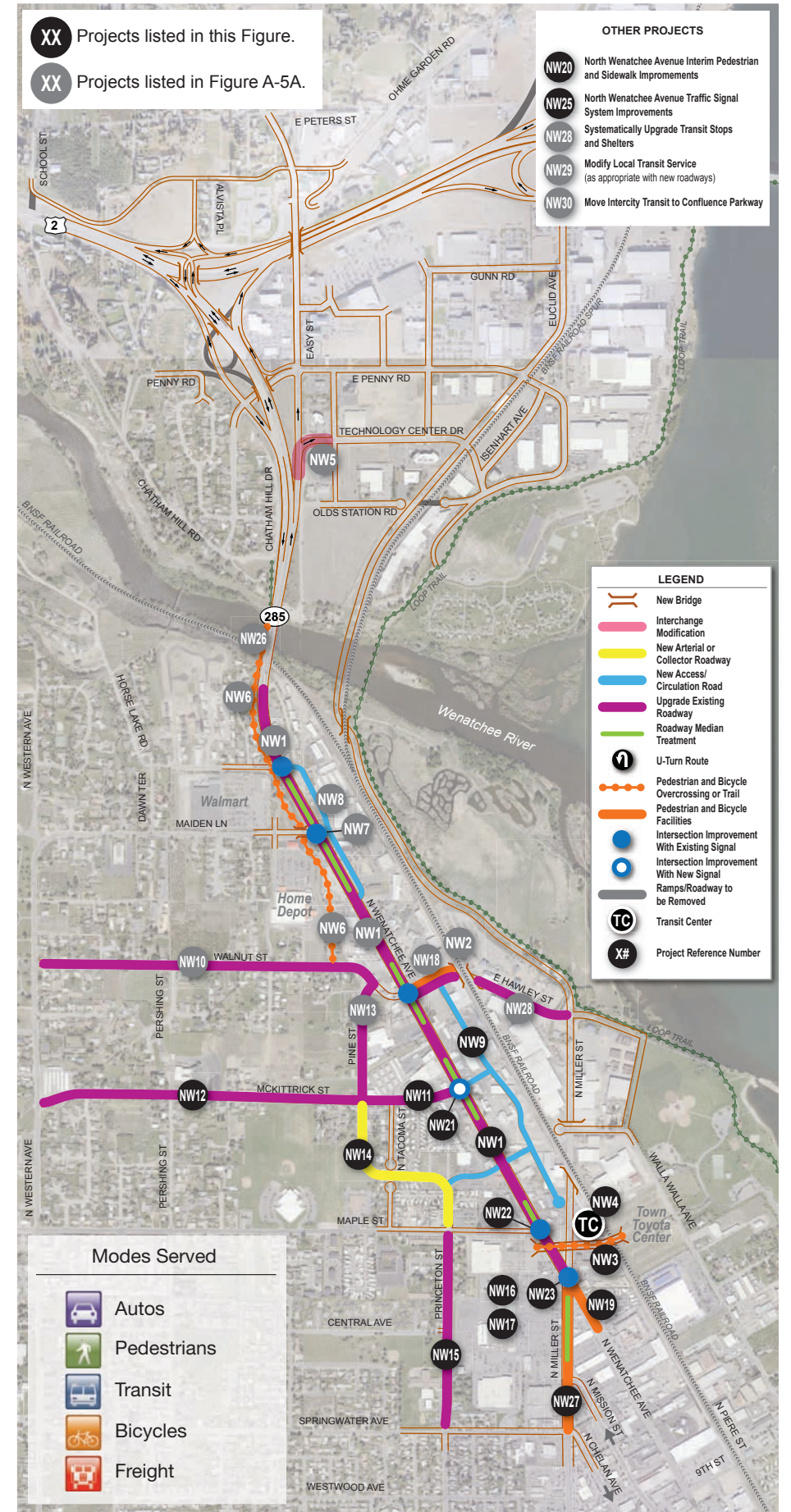
Project Ref No.	Project Name (Limits)	Project Description	Modes Served	Costs in millions
North Wenatchee Avenue Corridor Improvements				
NW1	North Wenatchee Avenue (South of Miller Street to Wenatchee River)	<ul style="list-style-type: none"> Upgrade arterial corridor with wider sidewalks, streetscape, access consolidation, and median safety improvements Upgrade street lighting 	Autos, Transit, Bicycles, Pedestrians	\$1.5 to \$2.0
NW2	Hawley Street (North Wenatchee Avenue to Miller Street)	<ul style="list-style-type: none"> Construct undercrossing of railroad tracks and upgrade pedestrian and bicycle facilities 	Autos, Transit, Freight, Bicycles, Pedestrians	\$17.0 to \$20.0
NW5	SR 285 Easy Street / Penny Road Northbound Off-ramp	<ul style="list-style-type: none"> Modify SR 285 northbound off-ramp to provide new direct connection to Technology Center Drive and Chester Kimm Road 	Autos, Transit, Freight	\$0.4 to \$0.5
NW6	Canal Trail (Horse Lake Road to Walnut Street)	<ul style="list-style-type: none"> Construct new multi-use trail along existing dike right-of-way with undercrossing of Maiden Lane Street 	Bicycles, Pedestrians	\$2.4 to \$3.0
NW7	Maiden Lane / Horse Lake Road Frontage Road (500 feet south of Maiden Lane to Horse Lake Road)	<ul style="list-style-type: none"> Construct new northbound frontage road on east side of North Wenatchee Avenue to improve safety and operations Modify intersections at Horse Lake Road and Maiden Lane Upgrade crosswalks and pedestrian facilities at intersections Upgrade transit stops Modify access driveways and install medians 	Autos, Transit, Bicycles, Pedestrians	\$1.4 to \$1.8
NW8	Maiden Lane / North Wenatchee Avenue Intersection	<ul style="list-style-type: none"> Widen intersection to provide two north-to-west left turn lanes and provide for U-turns Upgrade signal interconnect with adjacent signals at Horse Lake Road and Home Depot/Walmart / Maiden Lane signals Upgrade crosswalks and pedestrian signals Provide undercrossing of Maiden Lane for Dike Trail (NW-6) 	Autos, Transit, Freight, Bicycles, Pedestrians	\$0.2 to \$0.3
NW10	Walnut Street (Pine Street to Western Avenue)	<ul style="list-style-type: none"> Reconstruct and upgrade roadway to collector standards including pedestrian and bicycle facilities 	Autos, Transit, Bicycles, Pedestrians	\$3.2 to \$3.9
NW13	Pine Street (Walnut Street to McKittrick Street)	<ul style="list-style-type: none"> Reconstruct and upgrade roadway to collector standards including pedestrian and bicycle facilities 	Autos, Transit, Bicycles, Pedestrians	\$1.3 to \$1.6
NW18	Hawley Street (North Wenatchee Avenue to Loop Trail)	<ul style="list-style-type: none"> Complete and upgrade sidewalks Improve existing at-grade crossing of railroad tracks for bicycles 	Bicycles, Pedestrians	\$0.8 to \$1.0
NW26	Wenatchee Bridge Pedestrian Facilities (Chatham Hill Road to Horse Lake Road)	<ul style="list-style-type: none"> Widen existing or construct new pedestrian facility on west side of Wenatchee River Bridge and upgrade sidewalk connection to Horse Lake Road 	Bicycles, Pedestrians	\$6.6 to \$8.0
NW28	Intercity Transit Service	<ul style="list-style-type: none"> Move intercity transit service from North Wenatchee Avenue to Confluence Parkway Increase mid-day and peak period intercity transit service 	Transit	NA ¹
NW29	Local Transit Service	<ul style="list-style-type: none"> Review and adjust local transit service routing to reflect future railroad grade separations and circulation roads to serve new development, as appropriate 	Transit	NA ¹
NW30	North Wenatchee Avenue Transit Stops and Shelters (5 th Street to Wenatchee River Bridge)	<ul style="list-style-type: none"> Conduct evaluation of existing and additional transit stops along North Wenatchee Avenue to identify changes in conjunction with roadway, intersection, sidewalk and signal system upgrades Systematically upgrade transit stops Construct passenger shelters at highest priority locations 	Transit, Bicycles, Pedestrians	\$0.05 to \$0.10
Sub Total (see Figure A-5B for Grand Total)				\$34.85 - \$42.2

1. Cost estimates not developed for transit service changes.



North Wenatchee Transportation Master Plan Cost Estimates

Project Ref No.	Project Name (Limits)	Project Description	Modes Served	Costs in millions
North Wenatchee Avenue Corridor Improvements				
NW3	Pedestrian and Bicycle Overcrossing (west of Miller Street to Walla Walla Avenue/Parks)	<ul style="list-style-type: none"> Construct pedestrian and bicycle overcrossing of North Wenatchee Avenue and railroad Connect with future transit center 	[Bus] [Bicycle] [Pedestrian]	\$10.0 to \$12.0
NW4	North Wenatchee Transit Center	<ul style="list-style-type: none"> Construct new transit center in the vicinity of North Wenatchee Avenue at Miller Street / Confluence Parkway Modify transit operations to allow for overlapping service between Columbia Station and North Wenatchee Transit Center 	[Transit]	\$10.0 to \$15.0
NW9	Access / Circulation Roads (Hawley Street to Maple Street)	<ul style="list-style-type: none"> Develop and construct local access and circulation roadways east of North Wenatchee Avenue to support redevelopment of properties Right of Way purchase included 	[Car] [Truck]	\$2.3 to \$2.9
NW11	McKittrick Street (Pine Street to North Wenatchee Avenue)	<ul style="list-style-type: none"> Reconstruct and upgrade roadway to collector standards including pedestrian and bicycle facilities 	[Car] [Bus] [Bicycle] [Pedestrian]	\$3.3 to \$4.0
NW12	McKittrick Street (Western Avenue to Pine Street)	<ul style="list-style-type: none"> Reconstruct and upgrade roadway to collector standards including pedestrian and bicycle facilities 	[Car] [Bus] [Bicycle] [Pedestrian]	\$0.9 to \$1.1
NW14	Princeton Street / Pine Street Corridor (McKittrick Street to Maple Street)	<ul style="list-style-type: none"> Construct new 2-lane collector road west of North Wenatchee Avenue including pedestrian and bicycle facilities Construct local access / circulation road between new collector road and North Wenatchee Avenue 	[Car] [Bus] [Bicycle] [Pedestrian]	\$5.6 to \$6.6
NW15	Princeton Street (Maple Street to Springwater Avenue)	<ul style="list-style-type: none"> Reconstruct and upgrade roadway to collector standards including pedestrian and bicycle facilities 	[Car] [Bus] [Bicycle] [Pedestrian]	\$1.9 to \$2.3
NW16	Valley North Mall Commercial Area Circulation System and Parking	<ul style="list-style-type: none"> Work with property owners to improve existing internal vehicular circulation within and between parking lots to reduce safety and operations impacts on adjacent arterials Work with property owners to define future access and circulation system strategy to support redevelopment 	[Car] [Bus]	NA ¹
NW17	Valley North Mall Commercial Area Pedestrian and Bicycle Circulation	<ul style="list-style-type: none"> Work with property owners to improve existing pedestrian circulation and connectivity within the commercial area and to/from adjacent arterials Define connections to new pedestrian and bicycle overcrossing of North Wenatchee Avenue (project NW-3) 	[Bicycle] [Pedestrian]	NA ¹
NW19	North Wenatchee Avenue Sidewalks (Vicinity Red Lion Inn to Miller Street)	<ul style="list-style-type: none"> Upgrade and widen sidewalks 	[Bicycle] [Pedestrian]	\$0.2 to \$0.3
NW20	North Wenatchee Avenue Interim Pedestrian and Bicycle Improvements	<ul style="list-style-type: none"> Prioritize and implement spot sidewalk repair / rehabilitation Modify / upgrade pedestrian and bicycle detection and markings in corridor Complete installation of audio pedestrian signals at crossings as part of new or upgrades to signals 	[Bicycle] [Pedestrian]	\$0.3 to \$0.5
NW21	McKittrick Street / North Wenatchee Avenue Intersection	<ul style="list-style-type: none"> Construct new traffic signals with left-turn lanes and provide for U-turns Provide new crosswalks Incorporate bus pull-outs near intersection, as possible 	[Car] [Bus] [Truck] [Bicycle] [Pedestrian]	\$1.1 to \$1.5
NW22	Maple Street / North Wenatchee Avenue Intersection	<ul style="list-style-type: none"> Modify intersection to eliminate westbound through and left-turn movements after Miller Street is reconfigured (project NW-23) Provide for southbound U-turns 	[Car] [Bicycle] [Pedestrian]	\$1.4 to \$1.7
NW23	Miller Street / North Wenatchee Avenue Intersection	<ul style="list-style-type: none"> Modify intersection to provide for southbound access on Miller Street approaching North Wenatchee Avenue Modify traffic signal 	[Car] [Bus] [Truck]	\$0.2 to \$0.3
NW24	Hawley Street / North Wenatchee Avenue Intersection	<ul style="list-style-type: none"> Modify intersection to improve turn radii for trucks Incorporate bus pull-outs near intersection, as possible Upgrade crosswalks, pedestrian signals, and bicycle detection 	[Car] [Bus] [Truck] [Bicycle] [Pedestrian]	\$0.8 to \$1.1
NW25	North Wenatchee Avenue / Miller Street Traffic Signal Systems (5 th Street to Horse Lake Road)	<ul style="list-style-type: none"> Install additional traffic signal interconnects and communication equipment Monitor and modify signal timing to adjust for seasonal traffic patterns 	[Car] [Bus] [Truck]	\$0.2 to \$0.3
NW27	Miller Street Sidewalk Improvements (Chelan Avenue to North Wenatchee Avenue)	<ul style="list-style-type: none"> Widen and upgrade sidewalks including streetscape, access consolidation, and median safety improvements 	[Bicycle] [Pedestrian]	\$0.4 to \$0.5
Sub Total from Figure A-5A				\$34.85 - \$42.2
Sub Total from Figure A-5B				\$38.6 - \$50.1
Grand Total				\$73.5 - \$92.3



1. Cost estimates not developed for changes to circulation system, parking, or pedestrian connections within existing development parcels.