

APPENDIX I

SAG Meeting Materials

SAG MEETING NO. 1 NOTES

123 Ohme Garden Road, Suite 8, Wenatchee, WA 98801 | P 800.615.9900

Client: Chelan Douglas Transportation Council
 Project: SR 28 Corridor Study
 Date: March 24, 2021
 9:00am – 10:30am
 Location: Virtual – Microsoft Teams
 RE: Stakeholder Advisory Group Kickoff Meeting
 Notes taken by: Enrique Borges, Jennifer Saugen

Stakeholder Advisory Group members present:

Name	Organization	Name	Organization
George Mazur	WSDOT North Central	Aaron Simmons	Douglas County
Randy Agnew	Rock Island	Tom Wachholder	East Wenatchee
Richard DeRock	Link Transit	Matt Shales	Chelan County PUD
Kelly Gregerson	Washington State Patrol	Kurt Davis	R.I. business owner/ freight hauling
Cassidy Cue	Study area resident	Mike Sorensen	Complete the Loop

Project Team members present:

Name	Organization	Role
Jeff Wilkens	CDTC	Project Manager
Riley Shewak	CDTC	Transportation Planning/Review
Peter De Boldt	Perteet	Stakeholder/Community Lead
Jennifer Saugen	Perteet	Project Manager
Enrique Borges	Perteet	Designer/Translator

Meeting Agenda Outline

- Introduce project team and stakeholder team
- Study overview and work tasks, schedule, and public engagement
- Project Resources
- Round Robin
- Next Steps

Jennifer prepared a PowerPoint presentation (slides attached) that were shared during the meeting.

Introductions:

All team members introduced themselves and stated either the agency they worked for, or the group of citizens/perspective they were representing.

Study Overview, Scope and Schedule, Public Engagement:

Overview

Peter shared the study's goal of balancing trade-offs and competing needs for the SR 28 corridor. Some of these included: through-traffic on SR 28; local trip-making for residents and businesses within and nearby the study area; pedestrians; transit; and bicyclists. He then shared the process and tasks

SAG MEETING NO. 1 NOTES

123 Ohme Garden Road, Suite 8, Wenatchee, WA 98801 | P 800.615.9900

associated with reaching a conclusion to the study. He noted that the team will prepare three different multi-lane concepts for SR 28 to inform discussion and evaluation of trade-offs. Potential project concepts may also suggest changes on not just SR 28 but also nearby alternative routes. The result of the study may not be a conclusive single “recommendation” for the corridor but would provide scenarios and considerations for balancing needs.

Schedule

Jennifer reviewed the proposed schedule for the study, starting in March and finishing in December. She stated the next Stakeholder Advisory Group (SAG) meeting would be held on May 12th.

Public Engagement

Jennifer reviewed the current Public Engagement Plan. Several SAG members had additional contacts and ideas to reach additional stakeholders including:

- Randy - East Wenatchee to Quincy farms and their agricultural workers who may be commuting.
- Jeff - Suggested PCMS reader boards along corridor, similar to those used by WSDOT on the SR2 Corridor Study directing corridor users to the study website.
- Cassidy - Suggested talking to the Spanish speaking community in the local Mobile home parks that often have residents commuting to Quincy. She suggested Riverside Mobile Home and putting information in one of their monthly newsletters. Cassidy said she would provide Jennifer with contact information.
- George - Suggested WSDOT Facebook and Twitter feeds
- Tom – Stated he has a neighbor that commutes to Ephrata, will chat with him to see if he has any suggestions
- Enrique – stated he will also research Mexican soccer league and local youth soccer association

Project Resources:

Jennifer shared that many agencies had already shared their data regarding development, traffic counts, and future programmed projects. She asked that each agency member prioritize getting that information back to the Perteet team as soon as possible.

The team had additional discussion surrounding data available and the following members had questions or statements:

- Randy – Asked if we could look at a comparison of accidents and deaths on SR 28 to the 4-lane section of SR 2 connecting Wenatchee to Leavenworth. He believes collisions were reduced after WSDOT expanded this similar section of highway to 4-lanes.
- Riley – responded to Randy that the CDTC website tracks collisions per mile and he thinks he can provide that data to Randy.
- Aaron – Mentioned that the County’s development plans, programmed projects, and prior transportation studies would be compiled and sent over soon.
- George – Noted that Census 2020 data would become available later this year. He suggested Perteet’s team save some budget in data collection to collect and review updated census information when available. He noted that with the census data there was a potential for re-districting.

SAG MEETING NO. 1 NOTES

123 Ohme Garden Road, Suite 8, Wenatchee, WA 98801 | P 800.615.9900

Round Robin:

Peter asked each SAG member to provide any additional thoughts on the planning process, and to share any questions or concerns about the corridor.

Aaron

- Stated he didn't have any questions or concerns with the process at this time and was happy to be part of any discussion or solutions that come out of the study.
- Douglas County willing to explore connecting the two separate sections of Rock Island Road.

Kurt

- Stated that he was representing a contractor's point of view, and that his business required hauling heavy equipment and turning on/off SR 28 in Rock Island.
- Noted that a 4-lane corridor would be expensive and wasn't sure that it would bring a comparable improvement to the safety of the corridor.
- Stated that existing turning pockets are too abrupt and suggested improving existing turning pockets and improve lighting. Noted that WSDOT had already looked into some of these solutions.
- Wants to ensure we look at solutions with most "bang for the buck" when we look at whether a 3-lane or 4-lane is more practical.

Cassidy

- Stated her areas of concern as a resident of the study area (between Rock Island Road and SR 28) include:
 - Intersection at Hydro Park which has seen increased use over the last 10 years
 - Busy sporting events that run late at night, sometimes including erratic driver behavior
 - Boat launching trailers turning onto a 60-mph highway from a parking lot
 - Riverside Mobile Home Community
 - 100 homes, 2 cars per unit, all turning on/off the highway
 - Agreed with Kurt that turning lanes could be helpful for side streets.
 - Suggested we look into lowering the speed limit.
 - Concerned about environmental issues that come with 4-lane highways
 - Suggested keeping SR 28 2-lane highway and upgrading County or City roads closer to the airport to 4-lanes.
 - Noise
 - Rumble strips
 - Increase in traffic
 - Type of asphalt used in 2008/2009 paving project along SR 28
 - Rock Island Rd is not the best commuter
 - Aaron Simmons (Douglas County) Confirmed there are no current plans to re-pave Rock Island Road in the immediate future.

SAG MEETING NO. 1 NOTES

123 Ohme Garden Road, Suite 8, Wenatchee, WA 98801 | P 800.615.9900

Randy

- Stated his preferred solution includes a 4-lane highway, potentially limiting access to increase safety. He pointed out SR 2's transition from 2 to 4-lanes as an example of how SR 28 could function.
- Stressed not to limit our goals based on perceived cost but rather plan for the future, which will include increased traffic.
- Wants to look at consolidating access points where it makes sense.
- Stated that WSDOT has necessary right of way to widen to 4-lane highway.
- Recalled to the team the importance of Rock Island Road that runs parallel to SR 28 as a local connector.
- Brought up Industrial District in Rock Island which has 200 acres available for residential/commercial development. He sees a potential for 200 new jobs.

Matt

- Stated that PUD's concern is mainly the lack of turn pockets into the West Hydro park driveway, like the East Hydro park driveway has.
- Stated he will check data on park use/forecast and provide that information to the team.

Richard

- Stated that transit is currently making 11 trips per day to Rock Island on SR 28, and Link has had requests to provide additional access to Quincy. Current services end at Palisades. There is a gap between there and Grant County Transit.
- Suggested asking other stakeholders specific questions about transit in the area.
- Postulated what infrastructure facilities will look like in the future to support the following:
 - Anticipates increased services to corridor with 28-35 trips per day in the future.
 - Will they need different services – a compromise between residential and commuter priorities? It will be a challenge to serve all the small neighborhoods along SR 28 and surrounding Rock Island.
 - How should we invest in transit moving forward? – Stated that he wants to make sure that investments made by transit function to serve the most users.
- Acknowledged the importance of the study
- Shared that Link's bus camera system could be a potential method to improve traffic data, specifically near-misses caught on the cameras.

Jeff

- Stressed the importance of Rock Island Road as a local roadway serving local trips
 - Currently classified as arterial – implied that it should move drivers from one area to another.
 - Wants to explore what is the role and safety of Rock Island Road?
 - Aaron responded to say that Rock Island Road in Douglas County has more local access characteristics. Need to take different characteristics into account.
- Reminded the SAG that our goal ahead is not to reach a consensus but to develop concepts and evaluate them.

SAG MEETING NO. 1 NOTES

123 Ohme Garden Road, Suite 8, Wenatchee, WA 98801 | P 800.615.9900

George

- Stated that WSDOT wants clearer picture of interfacing of development, traffic growth, and travel patterns.
- Current development data shows robust growth, questions what this means?
 - Going to need a convincing, thought-based story to receive future funding. Need to be able to show fact-based information and context for the whole corridor. We may need more information on the “why” for funding.
- WSDOT would prefer to see movement towards a consensus decision within this study if possible.
- There are a lot of high cost projects in region, so wants to consider that when developing projects on SR 28.
- Practical solutions - suggests looking for specific and implementable improvements and policies that could get programmed and built within 5 years as part of our solution.
- Want roads to be used as categorized such as Rock Island Road for local trips. SR 28 is intended to be a regional corridor.
- Consider being a good neighbor, and how adjacent property owners are affected by improvements (noise/and future issues).
- Stated that corridor safety is first and foremost in WSDOT’s desires.
 - Would like to know if there is near-miss data we can review. How can we get a broader idea of safety concerns? Tire marks are a good indicator but they are only there for a few months. Richard offered data set from Link transit’s bus cameras.

Tom

- Provided new information that East Wenatchee is pursuing grant for a traffic signal at intersection of Rock Island Road and 3rd Street SE.
 - The City’s goal is to secure TIB funding this year, design in 2022, and construct it in 2023.
 - Open to a roundabout solution at the intersection if this study also shows need for a roundabout at 3rd Street SE and SR 28.

Randy

- Offered additional insight regarding economic development south of the railroad tracks in Rock Island. Stated the Port district is already talking to one company.

Richard

- Shared that he understands there are already access issues with the adjacent railroad tracks, and they may need to move the access away from its current location to provide room for queuing. If moved away from BJ’s, it would also be moving away from an investment that Link made by purchasing the parcel of land near BJ’s for their bus stop. Stated that he sees there are conflicting goals, but that the agencies need to come up with shared vision for the corridor.

Kelly

- Stated he was just gathering information and listening at this time.
- He isn’t sure there is a method that currently exists to record near misses.

SAG MEETING NO. 1 NOTES

123 Ohme Garden Road, Suite 8, Wenatchee, WA 98801 | P 800.615.9900

Mike

- Stated that he appreciates the complexity of the issues surrounding the corridor. He will be looking at solutions from the non-motorized standpoint.

Conclusion and Next Steps

Peter and Jeff thanked attendees for their participation, especially the non-agency folks who were volunteering their time.

Peter asked each member to think about the following issues for the May 12th SAG meeting:

- Provide any missing data to Jennifer as soon as you can
- Think about tradeoffs between different corridor configurations
- Consider how Rock Island Road may be used in the future
- Prepare to collaborate on issues and solutions
- Think about what practical solutions can be implemented in the next 5 years.

The meeting ended at 10:30 AM.

STAKEHOLDER ADVISORY
GROUP KICKOFF
MEETING

MARCH 24, 2021



SR 28 Corridor Study

Meeting Agenda Outline

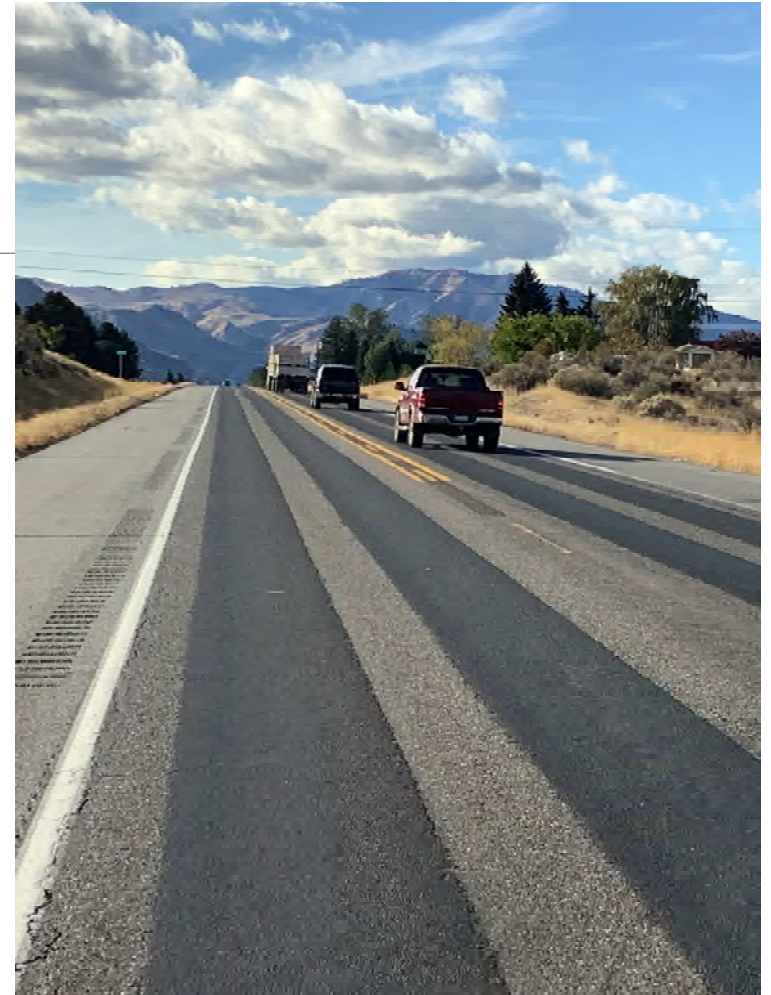
Introductions (20 min)

Study Overview and Work Tasks,
Schedule, Public Engagement (20 min)

Project Resources (5 min)

Round Robin (40 min)

Next Steps (10 min)



Introductions



Riley Shewak

Jeff Wilkens



Peter De Boldt

Jenn Saugen

Enrique Borges

George Mazur

Richard DeRock

Randy Agnew

Aaron Simmons

Tom Wachholder

Matt Shales

Kelly Gregerson

Kurt Davis

Cassidy Cue

Mike Sorensen

Study Overview & Work Tasks



Study Overview & Work Tasks

Goal: Study will inform discussions for balancing the trade-offs and competing needs between through-traffic on SR 28 and local trip making for residents and businesses within and nearby the study area, including multi-modal options

Public and Stakeholder Engagement throughout duration of the study

Current Needs and Planning Context

- Analyze current safety, mobility, and multimodal options
- Needs analysis

Concept Development

- Develop three SR 28 “Scenarios” with opinions of cost
 - 4-Lane SR 28
 - 2-Lane SR 28 with ROW reserved for future widening
 - 2-Lane SR 28 with ROW repurposed to maximize study objectives
- Develop site specific concepts either on SR 28 or other study area, and perform traffic analysis
- Evaluate and compare concepts for mobility, safety, accessibility, cost-effectiveness and non-motorized efficiencies

Draft and Final Corridor Study Report

Public Engagement

Stakeholder Individual Interviews

- Seven to ten individual interviews lasting 30-45 minutes

Project Website(s)

- Share information with the public through the duration of the project study
- Both Spanish and English sites to allow for full participation on both sites
- Post information following SAG meetings
- Provide opportunities for feedback

Community Meetings

- Intent is to go out into the community, at *their gathering places*, to share information and receive feedback on the study.

Virtual Office Hours

- Drop in to talk with project team – several options for times and dates

CDTC Board Presentation

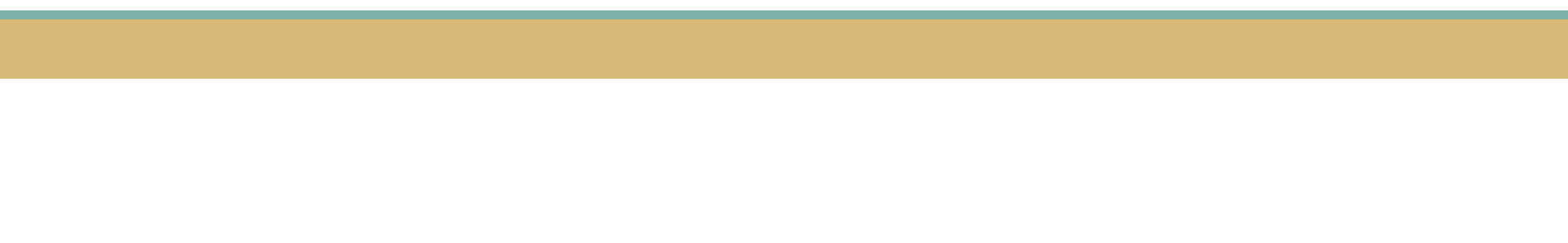
- Present results of draft study

Project Resources

Data collected to date:

- CDTC's current travel demand model output (origin-destination and volume flows)
- WSDOT traffic volumes and crash history
- WSDOT Active Transportation Plan, Route Development Plan, and previously studied projects
- Future programmed projects on SR 28

Still need:

- Subarea and parcel specific development plans
 - Programmed and planned transportation projects within your jurisdiction
 - Prior or current transportation studies within the study area
- 

Round Robin

- Thoughts on planning process
- Questions and concerns about corridor?
- Ways that this study may connect or conflict with other ongoing projects/studies or regional processes



Advisory Group Next Steps

Stakeholder Team Meeting #2 – Tentatively May 12th at 1:30pm

Review results of individual stakeholder interviews and preliminary feedback from study website

- Review current analysis information including volumes analysis, safety analysis, existing conditions analysis
- Identify current and future priorities for the corridor study area

Subjects to think about for next meeting

Recap Action Items

Questions?

Jenn Saugen

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Riley Shewak

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Hablo Español

SAG MEETING NO. 2 NOTES

123 Ohme Garden Road, Suite 8, Wenatchee, WA 98801 | P 800.615.9900

Client: Chelan Douglas Transportation Council
 Project: SR 28 Corridor Study
 Date: May 12, 2021
 1:30 PM – 3:00 PM
 Location: Virtual – Microsoft Teams
 RE: Stakeholder Advisory Group Meeting #2 – Progress Reporting
 Notes taken by: Enrique Borges, Jennifer Saugen

Stakeholder Advisory Group members present:

Name	Organization	Name	Organization
George Mazur	WSDOT North Central	Aaron Simmons	Douglas County
Randy Agnew	Rock Island	Tom Wachholder	East Wenatchee
Richard DeRock	Link Transit	Matt Shales	Chelan County PUD
Kelly Gregerson	Washington State Patrol	Kurt Davis	R.I. business owner/ freight hauling
Cassidy Cue	Study area resident	Mike Sorensen	Complete the Loop
Max Nelson	WSDOT North Central		

Project Team members present:

Name	Organization	Role
Jeff Wilkens	CDTC	Project Manager
Riley Shewak	CDTC	Transportation Planning/Review
Peter De Boldt	Perteet	Stakeholder/Community Lead
Jennifer Saugen	Perteet	Project Manager
Enrique Borges	Perteet	Designer/Translator
Brent Powell	Perteet	Lead Traffic Analyst
Karissa Witthuhn	Perteet	Lead Designer

Meeting Agenda Outline

- Welcome Back
- Stakeholder Outreach to Date
- Traffic Analysis Review
- Corridor Priorities
- Review Upcoming Consultant Tasks
- Next Steps for SAG

Jennifer prepared a PowerPoint presentation (slides attached) that were shared during the meeting.

Welcome Back:

Peter DeBoldt re-introduced himself and facilitated reintroduction for each SAG team member. Additionally, new Perteet team members Brent Powell and Karissa Witthuhn introduced themselves to the group.

Stakeholder Outreach to Date:

SAG MEETING NO. 2 NOTES

123 Ohme Garden Road, Suite 8, Wenatchee, WA 98801 | P 800.615.9900

Jennifer shared that her team had met with three individual SR 28 commuters and two agency officials since the last meeting. The main concerns shared by these five stakeholders included:

- Unsafe passing or crossings maneuvers
- Lack of passing opportunities
- Desire for better intersection connections to the highway
- Slow freight vehicles, but lack of other freight routes
- Desires for increased mobility and safety for all drivers

Jennifer also gave a preview of the study website and asked agencies for help getting the word out to the public by promoting online. Several SAG members asked questions regarding functionality of the website and how to add or “like” comments and Jennifer explained in more detail how it works. Additionally, she shared the two upcoming virtual office hour opportunities, and told the SAG members the already seven individuals had emailed her their corridor concerns.

Traffic Analysis Review:

Brent discussed what would be completed as part of the traffic analysis. He shared that his team had developed corridor volumes for SR 28 for design year of 2045 PM peak hour. The volumes were based on the CDTC travel demand model as a base and showed a 50%-80% growth compared to existing volumes.

Brent also shared that his team had completed a safety analysis using a data driven approach where he compared predicted crash rates from the Highway Safety Manual to observed crash rates on SR 28. The comparisons to predicted crash rates were displayed on a corridor map for the SAG to see and observe that several intersections had higher existing crash rates than compared to predicted, indicating that those locations could be potentially be improved. Perteet’s team will also perform a qualitative safety evaluation as a next step.

Corridor Priorities:

Mentimeter Poll

Peter informed the group that Perteet had prepared a few questions on Mentimeter to help the SAG group gauge their corridor priorities. He and Brent walked through the questions with the SAG group and their answers were recorded on the Mentimeter app, and are attached to these notes. The intent of the Menti poll was not to determine SAG specific corridor priorities, but to get members thinking about what was important to them or their agency moving forward. The strongest responses were for prioritizing safety overall, followed by through-traffic operations and increased multimodal options. This corresponded with thoughts towards prioritizing daily commuters and residents over long-distance commuters and multimodal users. Menti poll results are included as a part of these meeting notes.

Round Robin

Peter led a corresponding round-robin discussion regarding corridor priorities and goals and called on each SAG member to speak and participate. Notes from each member are below.

Mike S.

- Desires a focus on safety

SAG MEETING NO. 2 NOTES

123 Ohme Garden Road, Suite 8, Wenatchee, WA 98801 | P 800.615.9900

- Stated he is a “Multi-modal guy” and is interested in a second corridor or multimodal consideration

Richard

- Recognized that each priority has tradeoffs and is conflicted between them all
- For Link there are commuter access issues including considerations of canceling routes due to inability to make corners on local roads, as well as speed along SR 28
- It is important to have access point parallel to SR 28
- Conflict between trying to serve at least three different markets with transit
- Noted that there is no bike path to parks, and no access for local Rock Island residents to parks

Aaron

- Stated that a weighted decision matrix would be great to evaluate options against one another, and the only issue would be finding method of setting weights

Riley

- Reiterated goal of study was not to finalize which is the best alternative but rather to come up with three corridor alternatives

Cassidy

- Agreed it is hard to balance needs
- There are no bus stop for residents of the mobile homes, also sees residents crossing roadway unprotected
- Would prioritize all else over freight, keep SR 28 for local access and commuters. Need both freight and mobility improvements. Wondered if we could route freight elsewhere? Battermann etc?

Kelly

- Stated that it all boils down to safety and what is the safest for all as a whole? Freight, local, commuter etc.
- Balances will come with the dollar signs, and it’s important to find most cost-efficient solution

Kurt

- Freight affects all commuters and he’s seen collisions related to freight. Is there a good way to get them around SR 28? Need to look at freight in regard to roundabouts. Going over RAB bumps could really damage fruit.
- Doesn’t believe using Batterman and driving “in-town” is a bad idea for freight
- Important to focus on freight since they are the largest, slowest and affect everyone on roadway

Matt

- Stated that the polls bring out the tug of war between treatment and effects of treatment

George

- Three ideas 1. Important to recognize overlapping user groups. Volumes don’t illustrate the share of through traffic vs. other OD data that we have? Stated that submarkets can tell us where people are going.
- 2. Can we get the shorter trips off SR 28? About half is through-traffic.
- 3. Treatments – maybe we can rethink the notion of adjacent access and passing areas as tools for creating a safer corridor, speed limits. Maybe not as expensive as intersection improvements or 4-lane.

SAG MEETING NO. 2 NOTES

123 Ohme Garden Road, Suite 8, Wenatchee, WA 98801 | P 800.615.9900

Max yielded his time to other stakeholders

Randy

- Stated that highways are like arteries, we don't want to plug them up. SR 28 should be high-speed and throughput traffic in and out as quickly as possible.
- Improve RIR as frontage and local access, and reduce access points to SR 28.
- Provide additional right turn lanes and improve the intersection that still connect.
- Keep bikes and trails off the highway, but definitely need ways for them to cross the highway.
- Another thought – send freight up Battermann?

Riley

- The more he thinks about it, the more he “rabbit-holes”. Can we remove restrictions and provide alternate capacities?
- Stated he can look more at OD data in model. Perhaps there is opportunity for more local access while maintaining high speed on SR 28.
- Could create opportunity for safety improvements on frontage roads as well where active transportation can be considered. Opportunities for bike trails in close proximity to SR 28 might be good.

Tom

- Safety
- How do we balance priorities with WSDOT priorities and their strategic objectives with State Highways.

Richard

- This corridor operates differently due to 24-hour commute. Volumes not high at all times, but at a weird level at 3am. People don't necessarily realize that... We may need to also consider that it operates differently than a “typical” highway.

Cassidy

- Added that Battermann reroute is perhaps not a great idea, but maybe it could connect to 10th Street? A bypass?

Randy

- Agrees. Not the main freight route, but maybe for additional vehicle trips.

Aaron

- Stated that Douglas County has talked about cost of mitigating measures – across plateau and through canyons is SO spendy. It has big topographic challenges.

Randy

- Believes that more and more people will pull out in front of you turning onto SR 28, regardless if you have to slowdown, as they get tired of waiting for a break in the queue.

Cassidy

- Agreed that it's uncommon for someone not to pull up in front of her every day. Notes that there are more people moving into mobile courts off intersection at Nile.
- Asks what WSDOT will do with this study and what the effects are after the SR2 study?

George

- Sees this as a long term blue print for corridor projects that could roll out over long periods of time

Riley

- Validity to what George raised. Is it short distance hops or long distance maneuvers?

SAG MEETING NO. 2 NOTES

123 Ohme Garden Road, Suite 8, Wenatchee, WA 98801 | P 800.615.9900

To close the round robin discussion Peter summarized what he heard from all. He stated that he heard that the SAG members are conflicted on the theme of developing alternative routes. They wonder how will it help SR 28, and what population is it serving? He said that members also expressed that perhaps we should look at those that are using the corridor in our limits, and confirm what percentage ends up in Quincy or Wenatchee vs what percentage uses the corridor anywhere between Rock Island and East Wenatchee. If 30% of the traffic is just trying to go between Rock island and East Wenatchee, should/could we develop a local arterial route? If it's only 5% it won't be as helpful. This is the Origin-Destination information that we want, and the "why" for options to develop. Peter reminded the group that at some point they will need to decide "where do we spend our money, and how much do we spend".

Review Upcoming Consultant Tasks

Peter shared upcoming consultant tasks with the group which include the study area Needs Analysis, a potential concept list for short-term and long-term improvements, and performing an operations analysis for existing and future highway strategies.

Next Steps for SAG

Peter asked the group to consider the following prior to the next SAG meeting:

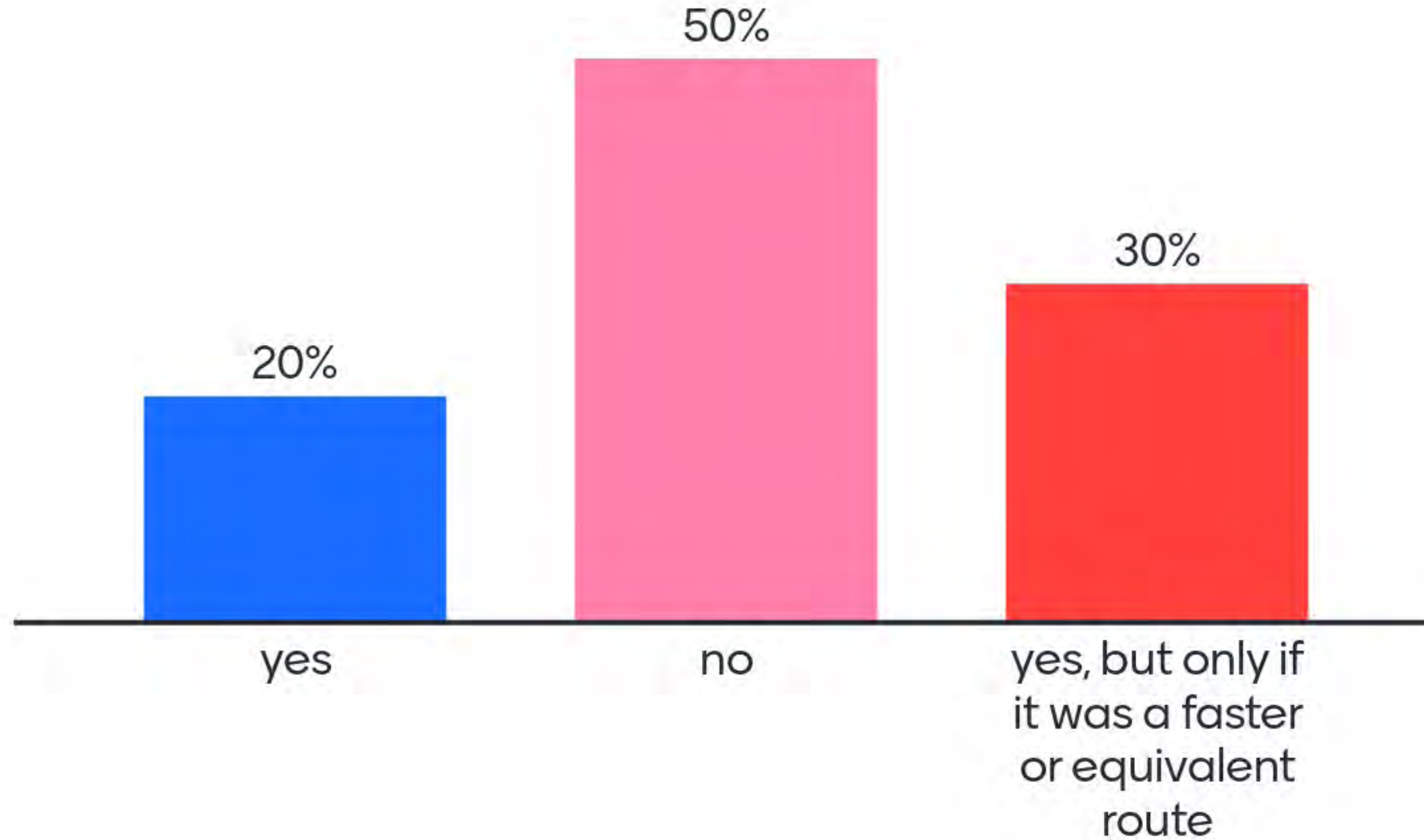
- Brainstorm additional concepts for improvements in the study area
- Consider the measures of effectiveness for potential concept solutions and how they might enhance corridor priorities
- Determine which corridor improvement concepts or strategies might be good to evaluate with traffic modeling

Getting a feel for corridor priorities

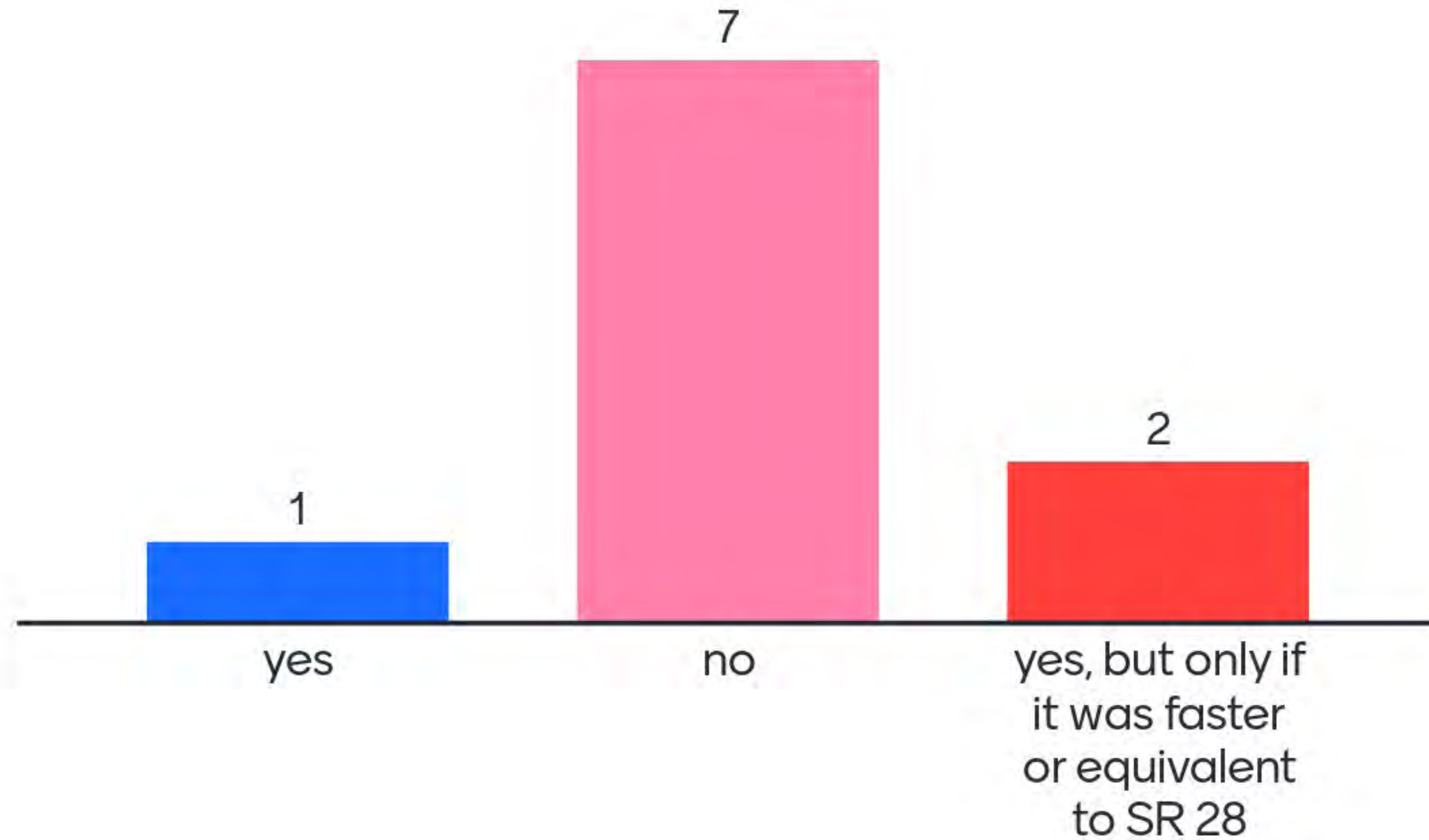
6 questions to follow



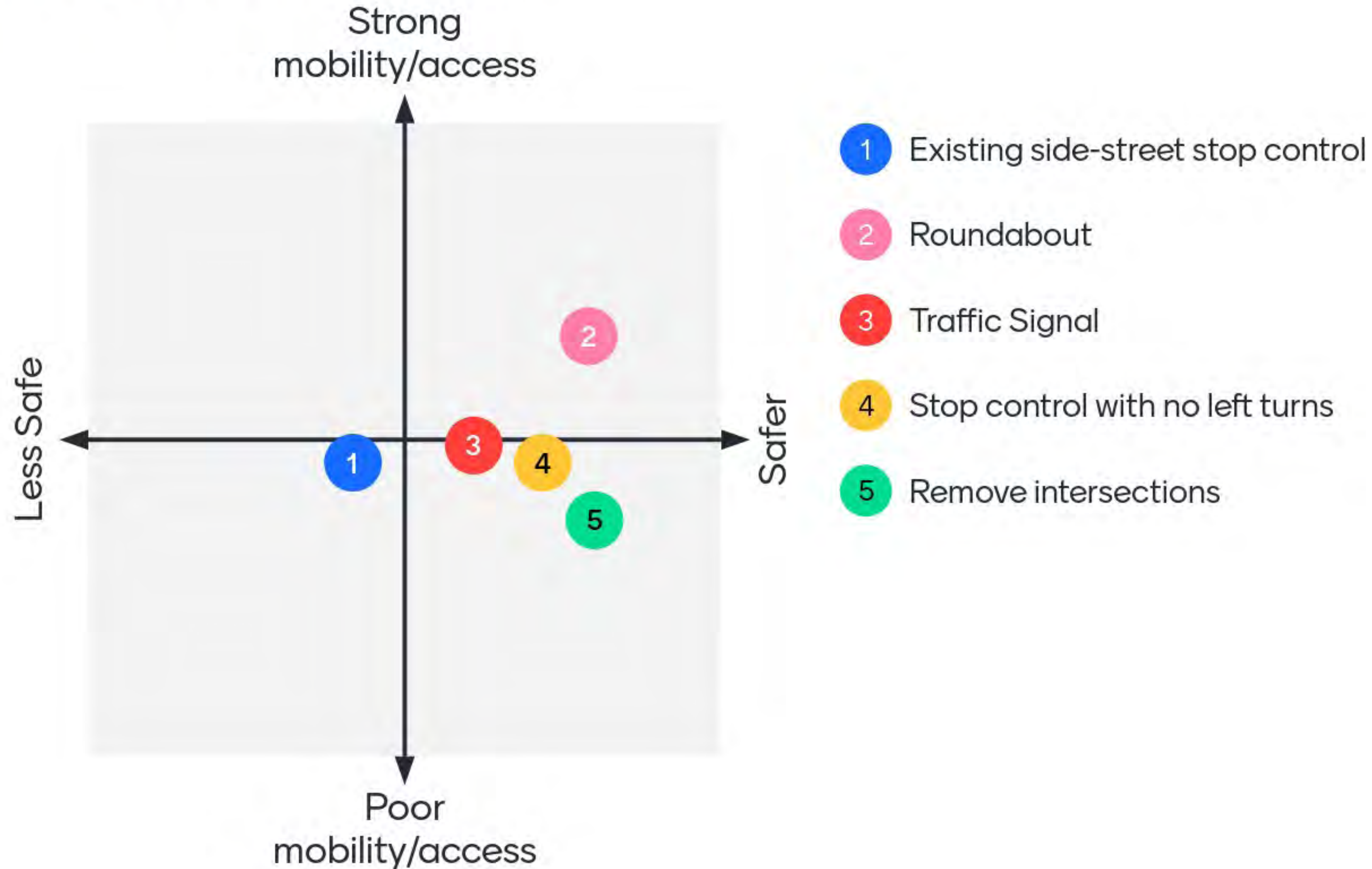
If Rock Island Road were connected as a local alternative road, would you use it instead of SR 28?



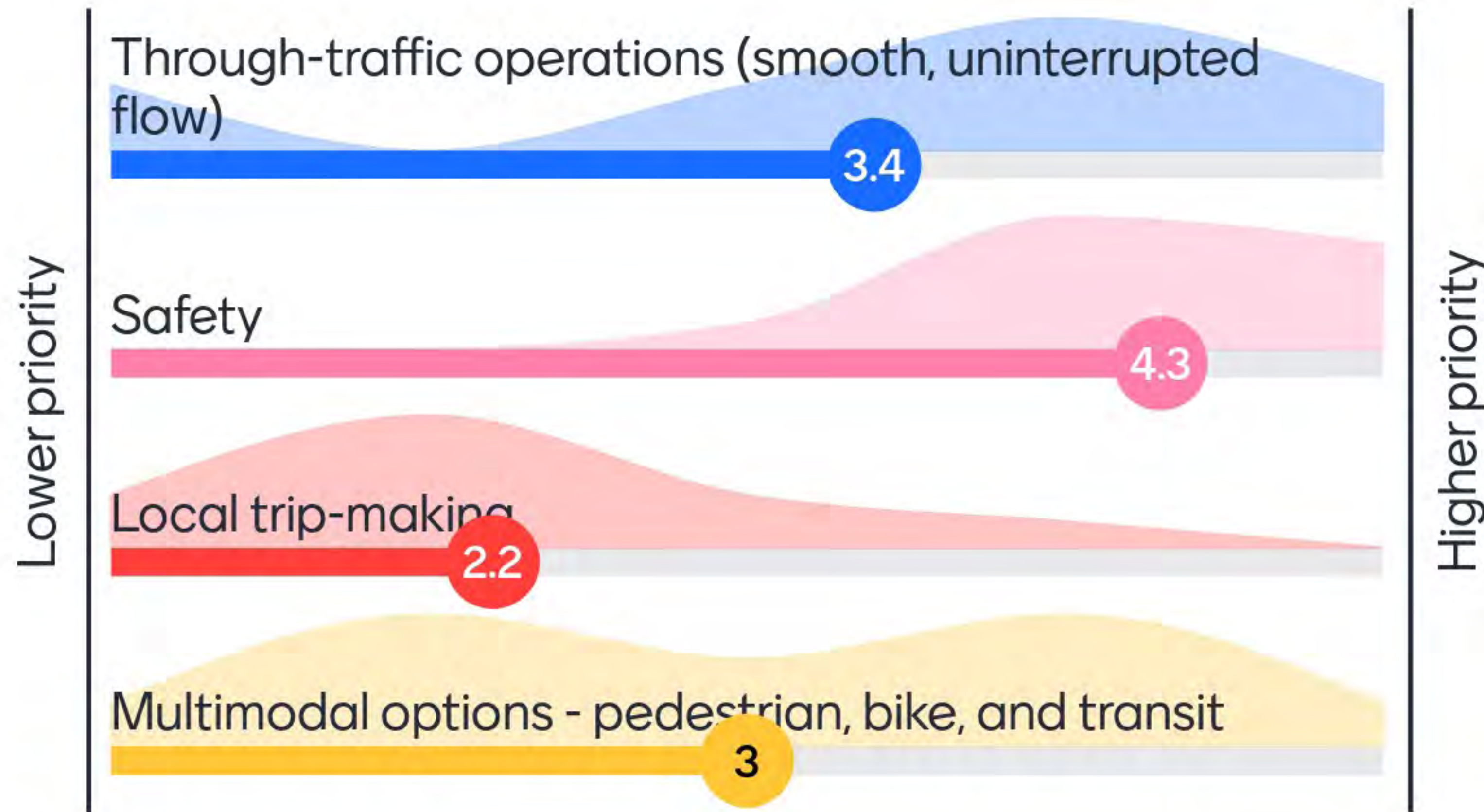
Would you use a frontage road on the southwest/river side of SR 28?



Evaluate treatments for safety improvements at intersections with SR 28



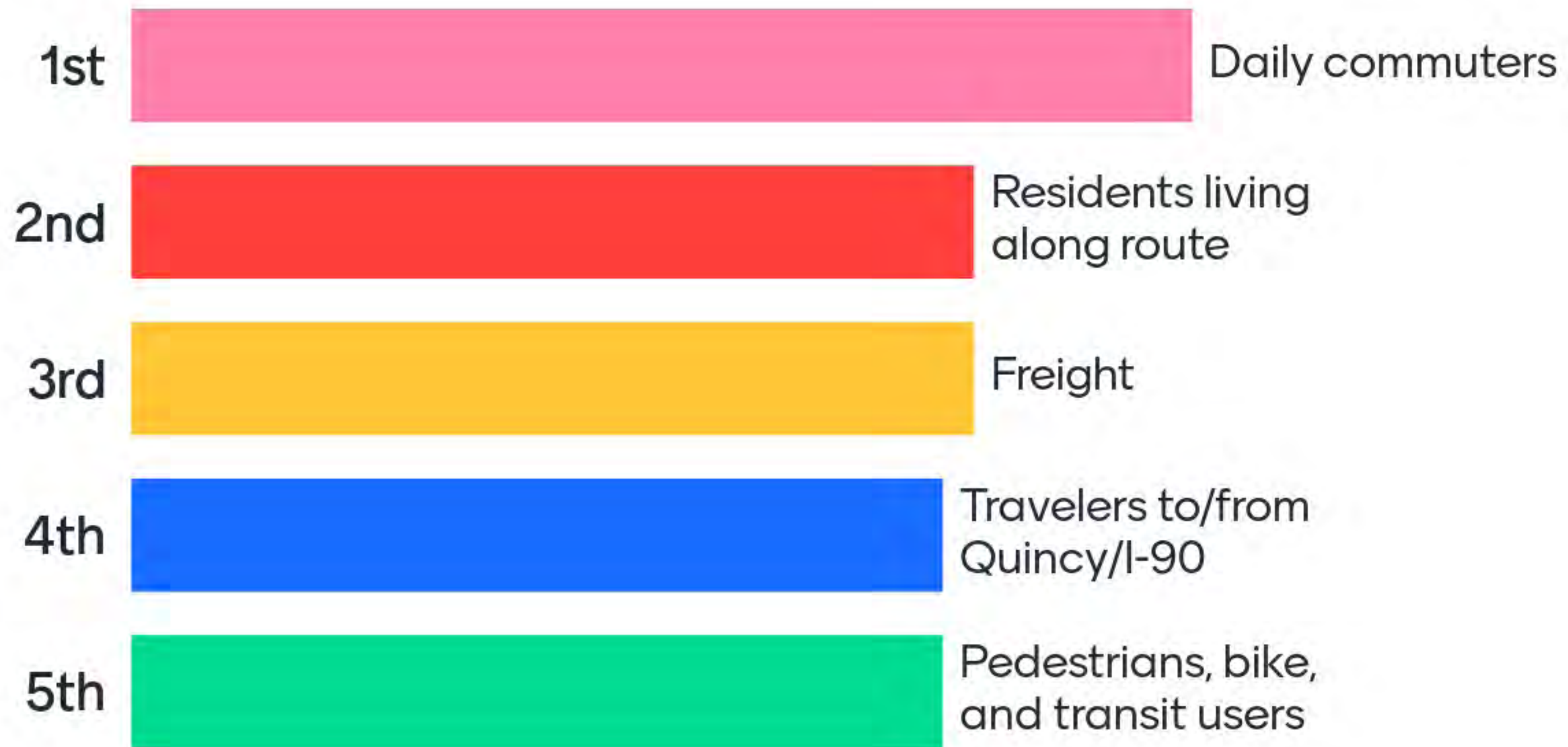
Prioritize these long-term needs: (1 is the lowest, 5 is the highest)



Evaluate benefit of treatments



Which group would you or your agency prioritize on SR 28?



STAKEHOLDER ADVISORY
GROUP MEETING #2

MAY 12, 2021



Chelan-Douglas
TRANSPORTATION COUNCIL

CDTC

SR 28 Corridor Study

Meeting Agenda Outline

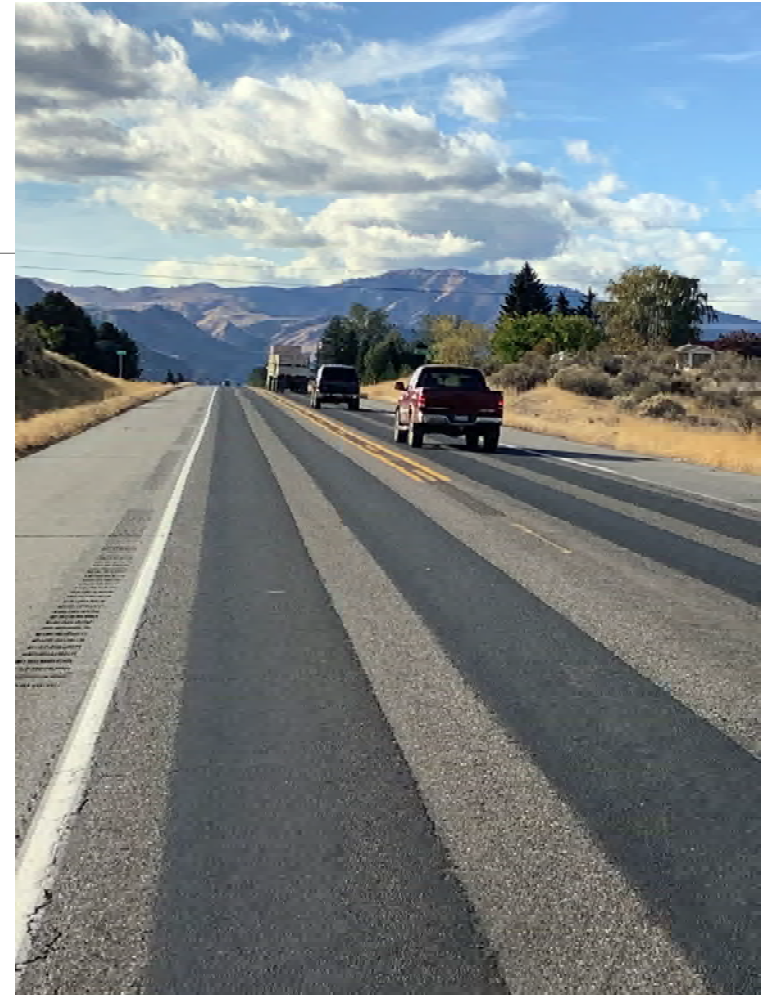
Stakeholder Outreach (15 min)

Traffic Analysis Review (15 min)

Corridor Priorities (30 min)

Upcoming Consultant Tasks (10 min)

Next Steps for Stakeholder Advisory
Committee (10 min)



Stakeholder Outreach Summary

Stakeholder Individual Interviews

Individuals

- Isabel Busch-Vidana - Rock Island resident, commutes to Wenatchee/East Wenatchee
- Cesar Cueves – Leads an orchard team near Crescent Bar
- Aurelio Iniguez – Commutes daily on SR 28 to orchards near Quincy

Agencies

- Cam Philips – Douglas County Fire District #2
- Jim Kunz – Chelan Douglas Regional Port Authority

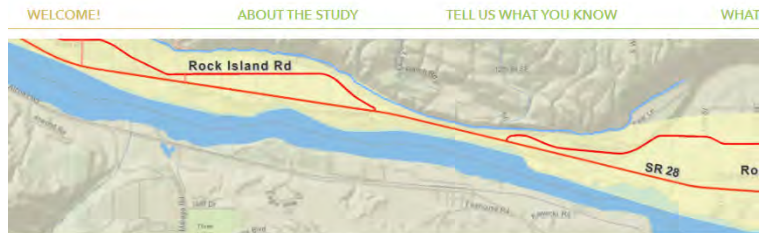
Upcoming Interviews

- Eastmont School District Transportation Group (Bus services)
- Additional commuter to Quincy for construction work

Individual Emails and Phone Messages Received

- Received comments from six residents along SR 28 via email and phone call





SR 28 Corridor Study

Scroll down for: Purpose of study | How to use this website

Welcome to the SR 28 Corridor Study Website!

Haga clic aquí para español

Purpose of the Study

Are you concerned about safety, traffic congestion, or ways to get to and from Rock Island that don't require driving? Do you have ideas of how our transportation system could help your family or business?

To find ways to address your concerns and ideas, the Chelan Douglas Transportation Council is teaming with local agency partners and other stakeholders to gain a better understanding of the current and future transportation needs on SR 28 and the surrounding road networks. We also want to identify the transportation investments that meet those needs. The study will look at options to improve vehicle safety, traffic congestion, local accessibility, and bicycling throughout the corridor.

Stakeholder Outreach Summary

Website

We need your help promoting these two sites:

- English: <https://bit.ly/2S1nYj1>
- Spanish: <https://bit.ly/3u2Ci9f>

Virtual Office Hours

- Drop in to talk with project team –
 - English: Wednesday, **June 9th** - 4:30 pm to 6:00 pm
 - Spanish: Wednesday, **June 16th** - 4:30 pm to 6:00 pm

Individual Emails

- Seven individual residents on the corridor have emailed their concerns.

Traffic Analysis Review

Completed Tasks

Volumes Development:

- 2045
- P.M. peak hour (weekday)
- Basis is the CDTC travel demand model
- 50-80% growth compared to existing

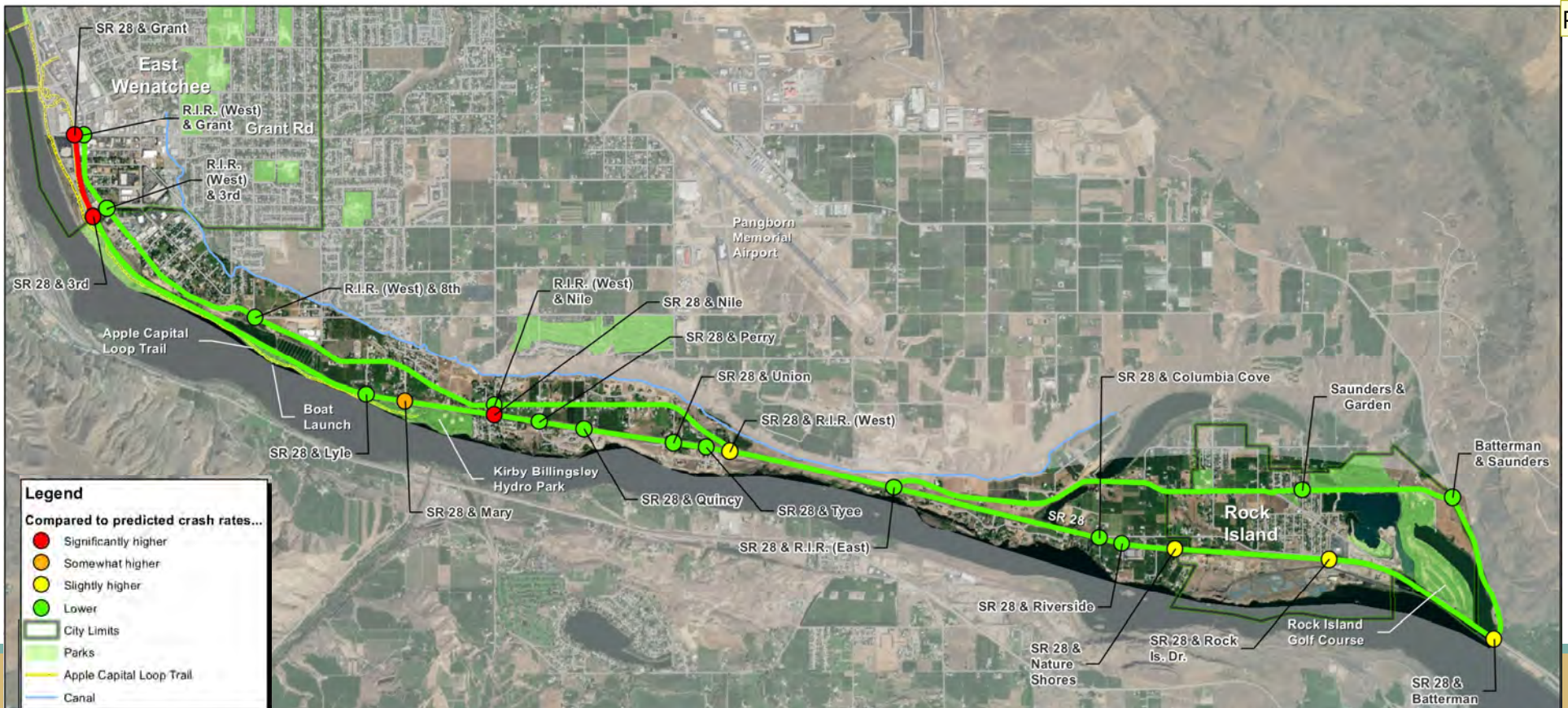
Safety Analysis:

- Data-driven approach
- Compare predicted crash rates from *Highway Safety Manual* to observed crash rates
- Looking at segments and intersections; corridor-wide needs and spot improvements

Upcoming Tasks

- Operations modeling (existing/future)
- Qualitative safety evaluation

Traffic Analysis Review - Safety



Slide 6

- PB10** Suggest using black and white for background aerial, and screening it back a bit. Would help in being able to quickly pickup callouts.
Peter De Boldt, 5/12/2021

Corridor Priorities

1st

Team Questions and Responses!

GO TO: www.menti.com

Enter Code: 6414 5200

2nd

SAG Member Round Robin

Identify your top priorities for the corridor

Slide 7

PB11 In addition to having the poll link in the PowerPoint, can we e-mail to all participants at start of meeting, and then be ready to do so again add to the chat as we reach this stage?

Peter De Boldt, 5/12/2021

JS7 I will add to the chat at the beginning of the meeting and maybe you can mention it during the welcome?

Jennifer Saugen, 5/12/2021

Upcoming Consultant Tasks

Corridor study area needs analysis

- Baseline needs – measurable, with clear purpose (reduce crashes, reduce delay time, extend Loop Trail)
- Contextual – considers community and stakeholder views such as economics, freight mobility, perceived delay, perceived safety
- Multimodal gap evaluation – what is missing for transit, bikes, and pedestrians?
- Will document safety, mobility, multimodal and community needs.

Potential concept list, short- and long-term

- Corridor wide safety strategies including center-line barriers and right-in right-out
- Roundabouts at intersections
- Improvements to sight distance on collector roads
- 4-Lane between East Wenatchee and Battermann Road

Existing and future operations analysis (4-locations)

- Start thinking about what areas you'd like to see further analyzed

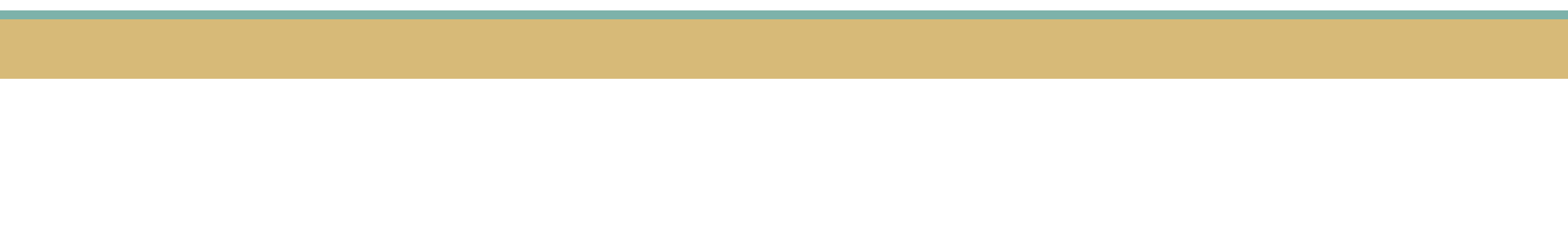
Advisory Group Next Steps

Stakeholder Team Meeting #3 – June 24th at 1:30pm

Discuss:

- Safety Analysis
- Needs Analysis
- Draft concept list to meet needs,
 - Add additional concepts based on SAG feedback

Brainstorm:

- Additional concepts for improvements in study area
 - Brainstorm measures of effectiveness of potential concept solutions, and how might they enhance our priorities?
 - Determine which concepts to evaluate with traffic modeling (4 potential intersections)
- 

Questions?

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Hablo Español

SAG MEETING NO. 3 NOTES

123 Ohme Garden Road, Suite 8, Wenatchee, WA 98801 | P 800.615.9900

Client: Chelan Douglas Transportation Council
 Project: SR 28 Corridor Study
 Date: June 24, 2021
 1:30 PM – 3:30 PM
 Location: Virtual – Microsoft Teams
 RE: Stakeholder Advisory Group Meeting #3
 Notes taken by: Jennifer Saugen

Stakeholder Advisory Group:

Name	Organization	Name	Organization
George Mazur	WSDOT North Central	Aaron Simmons	Douglas County
Randy Agnew	Rock Island	TBD	East Wenatchee
Richard DeRock	Link Transit	Matt Shales	Chelan County PUD
Kelly Gregerson	Washington State Patrol	Kurt Davis	R.I. business owner/ freight hauling
Cassidy Cue	Study area resident	Mike Sorensen	Complete the Loop

Project Team:

Name	Organization	Role
Jeff Wilkens	CDTC	Project Manager
Riley Shewak	CDTC	Transportation Planning/Review
Peter De Boldt	Perteet	Stakeholder/Community Lead
Jennifer Saugen	Perteet	Project Manager
Enrique Borges	Perteet	Designer/Translator
Brent Powell	Perteet	Lead Traffic Analyst
Karissa Witthuhn	Perteet	Lead Designer

Meeting Agenda Outline:

- Welcome Back
- Stakeholder Outreach to Date
- Needs Analysis
- Concept Discussion
- Concept Measures of Effectiveness
- Next Steps

Welcome Back:

Peter DeBoldt facilitated reintroduction for each SAG member.

Stakeholder Outreach to Date:

Jennifer shared the team’s continued progress on stakeholder outreach since the last SAG meeting. Website statistics showed over 380 visits, and the pinpoint map already has 44 unique comments. She shared that the comments with the most likes / dislikes were

- Lower Speed Limit (40 “like” and 32 “dislike”)
- Left turn lane into Hydro Park NB (20 “like” and 0 “dislike”)

SAG MEETING NO. 3 NOTES

123 Ohme Garden Road, Suite 8, Wenatchee, WA 98801 | P 800.615.9900

- Extend Loop Trail to Rock Island vicinity (26 “like”, 3 “dislike”)
- Batterman Road used as a bypass route (23 “like”, 0 “dislike”)

In addition to the website, Jennifer contacted four community groups and three news sources to share about the study. She also reported that CDTC, City of Wenatchee, and City of East Wenatchee all shared the study on their websites. We are awaiting agency promotion from Link Transit, Douglas County, WSDOT NCR and City of Rock Island. Matt S said that Chelan County PUD had also sent the study website to all internal employees for review.

Needs Analysis:

Brent walked the SAG through the Needs Analysis that his team prepared. This included a discussion of crash modification factors, level of traffic stress (LTS), and the existing origin-destination information for the study area.

The SAG members also discussed what destinations bicycles and pedestrians may be traveling including the mobile home park south of SR 28 and Hydro Park. Currently LTS to access those routes are LTS 3&4 but are desirable to be LTS 1 or 2.

Concept Discussion:

Karissa introduced the three concepts her team would be evaluating. For each, she explained key features of the roadway section:

1. SR 28 rural 2-lane (high speed, improved safety, few/no intersections)
2. SR 28 rural 4-lane (high speed, safer, use of ROW for other mobility improvements)
3. SR 28 urban 3-lane (lower speed, safer, controlled intersections)

Karissa explained that her team would lay out these three concepts for the corridor, including intersection treatments, and then would bring back to the SAG for discussion on the tradeoffs between each concept. There was no further discussion.

Concept Measures of Effectiveness:

Peter began the discussion by presenting potential measures of effectiveness and allow SAG members to comment on whether they agreed or disagreed with what was presented.

Tradeoffs presented included:

- Safety (reduce collisions, reduce severity)
- Mobility (reduce travel time, etc)
- Active Transportation (ped/bike)
- Compatibility w/ Funding Opportunities
- Environmental Impacts

Additional tradeoffs suggested by SAG:

- Compatible with Adopted Plans
- Access to parcels, county roads
- Basic access to transit
- Quality of life for residents
- Route redundancy
- Freight mobility

WSDOT staff also said they supported eliminating any verbiage to “reduce” or “improve” but just compare the tradeoffs for each without targets. Peter said the team would make that change.

SAG MEETING NO. 3 NOTES

123 Ohme Garden Road, Suite 8, Wenatchee, WA 98801 | P 800.615.9900

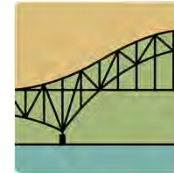
Next Steps:

At the next meeting, Peter asked the group to be ready to discuss the corridor concepts in detail, as well as discuss tradeoffs between each.

STAKEHOLDER ADVISORY
GROUP MEETING #3

JUNE 24, 2021

1:30PM – 3:30PM



Chelan-Douglas
TRANSPORTATION COUNCIL
CDTC

SR 28 Corridor Study

Meeting Agenda Outline

Welcome (5 min)

Stakeholder Outreach Update (10 min)

Need Analysis Review (10 min)

Concept Discussion (20 min)

Concept Measures of Effectiveness (15 min)

Next Steps for Stakeholder Advisory
Committee (5 min)



Stakeholder Outreach Summary

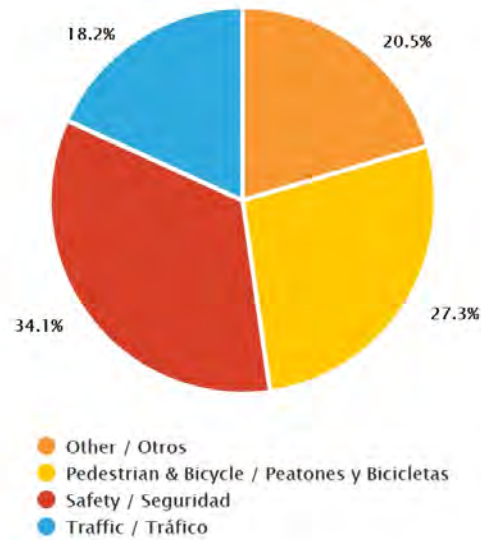
Website Statistics

English Page:

- 228 unique visitors
- 381 page visits

Spanish Page:

- 22 unique visitors
- 58 page visits



Pinpoint Map:

- 44 total comments by 23 users
- 48 unique participants on map (includes like/dislike)
- General comment themes – Mixed!
- Comments with most likes / dislikes –
 - ✓ Lower Speed Limit (40 “like” and 32 “dislike”)
 - ✓ Left turn lane into Hydro Park NB (20 “like” and 0 “dislike”)
 - ✓ Extend Loop Trail to Rock Island vicinity (26 “like”, 3 “dislike”)
 - ✓ Batterman Road used as a bypass route (23 “like”, 0 “dislike”)

Stakeholder Outreach Summary

Other Outreach

Groups Contacted:

- Apple Valley Softball Association
- Wenatchee Soccer League
- Riverside Mobile Home Park
- Eastmont School District – Transportation division
- News tips sent to:
 - Wenatchee World newspaper
 - KPQ Radio
 - Koho Radio

Agencies Who Shared Information:

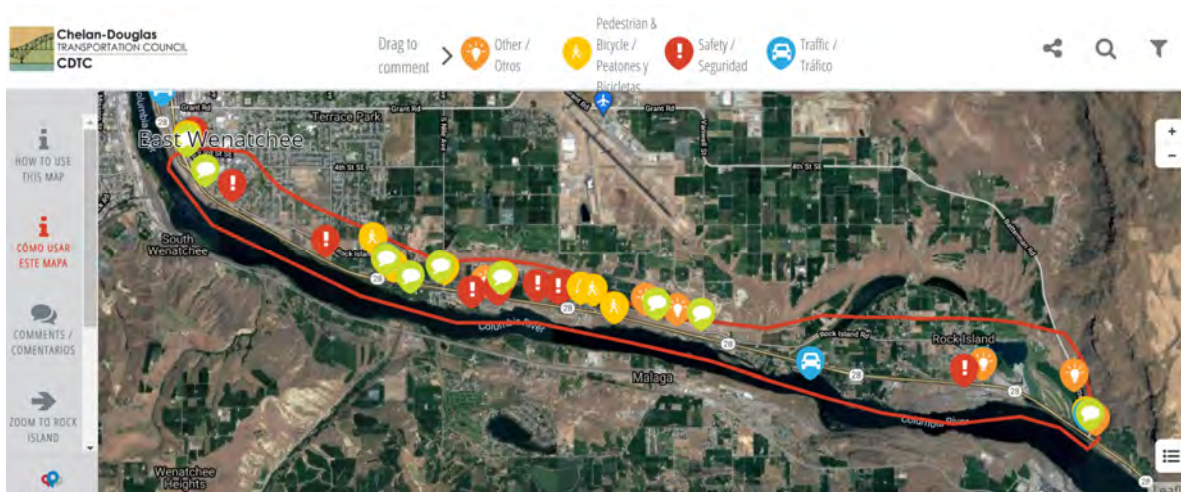
- CDTC posted to website
- City of Wenatchee Facebook page and sent to council members
- City of East Wenatchee press release

Awaiting Agency Promotion:

- WSDOT North Central Region (scheduled for next week)
- Link Transit – Can they send to their mailing list?
- Douglas County – Can they post to their webpage or do a press release?
- Rock Island – Can you post to your webpage or do a press release?

Stakeholder Outreach Summary

Continued Website Advertisement



Set up Radio Interviews with KPQ and Koho

In-Person Event:

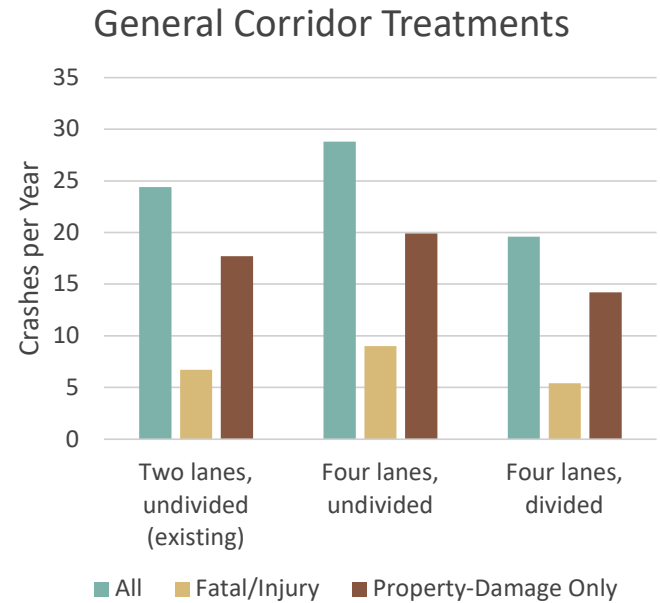
- Tentatively planned for July 16 and/or July 17
- May include:
 - Table at Hydro Park (“Hot Dams” softball tourney)
 - Table at Costco or BJ’s Shell
 - Visit to orchards with known SR 28 commuters
- Do any other agencies want to be involved?

Needs Analysis Review

(What portion of crashes would still occur if treatment were applied)

CMF = Crash Modification Factor

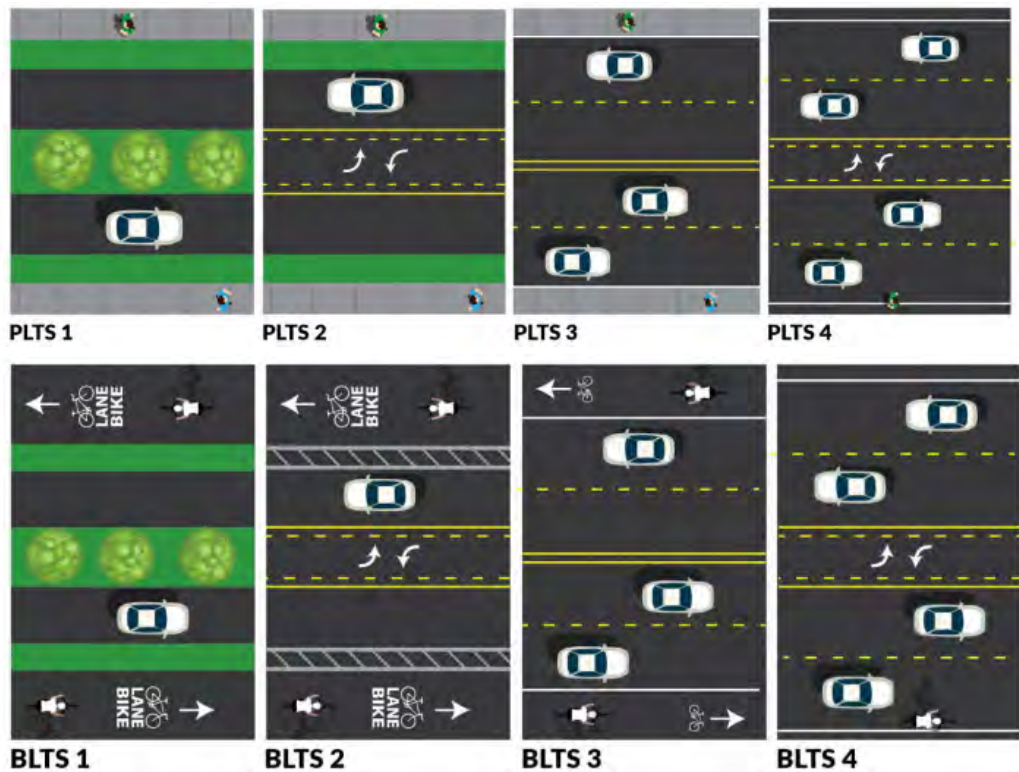
Treatment	CMF
Convert intersection to roundabout	0.52 – 0.56
Install left-turn lanes on major road approaches	0.67
Install intersection conflict warning system	0.73 – 0.74
Provide right-turn lanes on major road approaches	0.74 – 0.96
Provide intersection illumination	0.91
Provide flashing beacons at stop-controlled intersections	0.95
Restrict right turn on red (CMF is per approach)	0.98



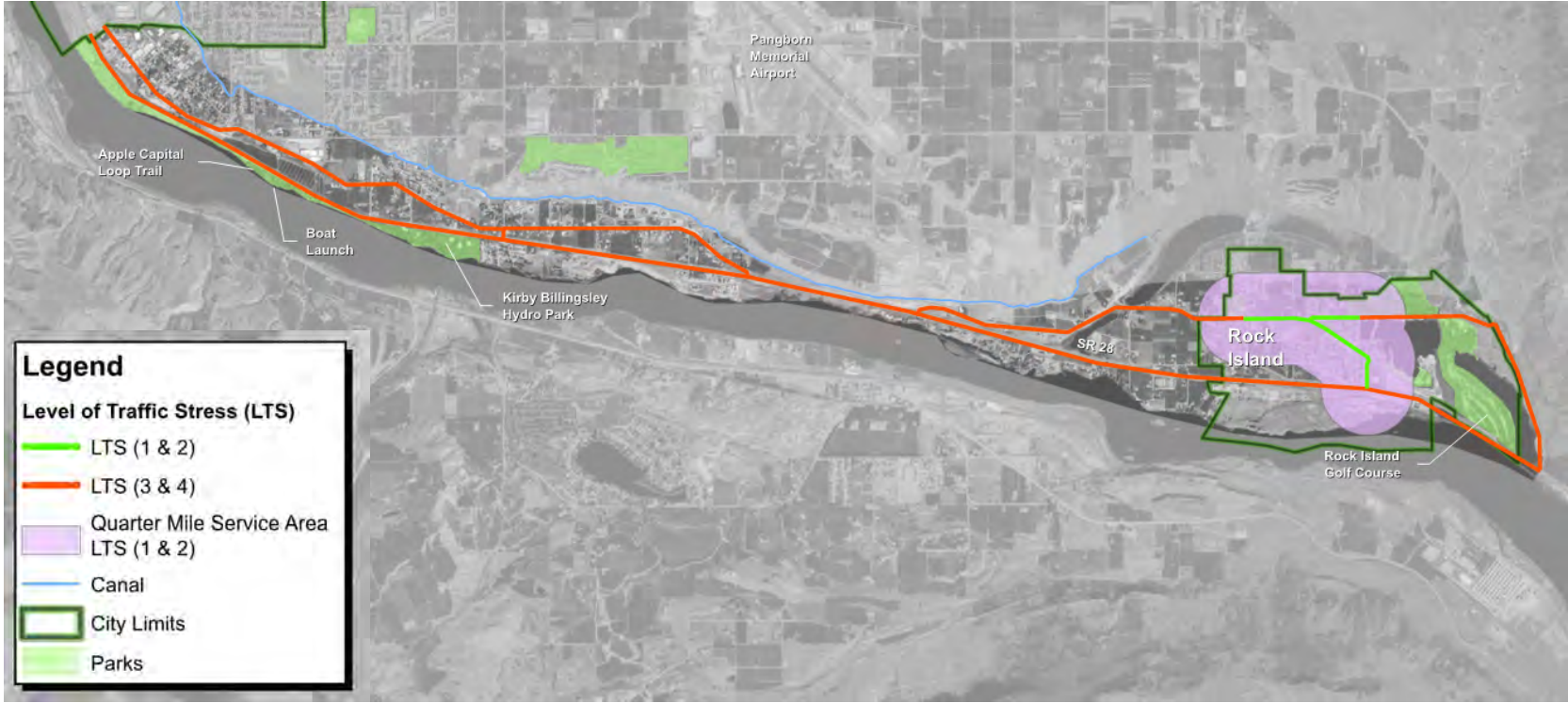
Needs Analysis Review

Level of Traffic Stress (LTS)

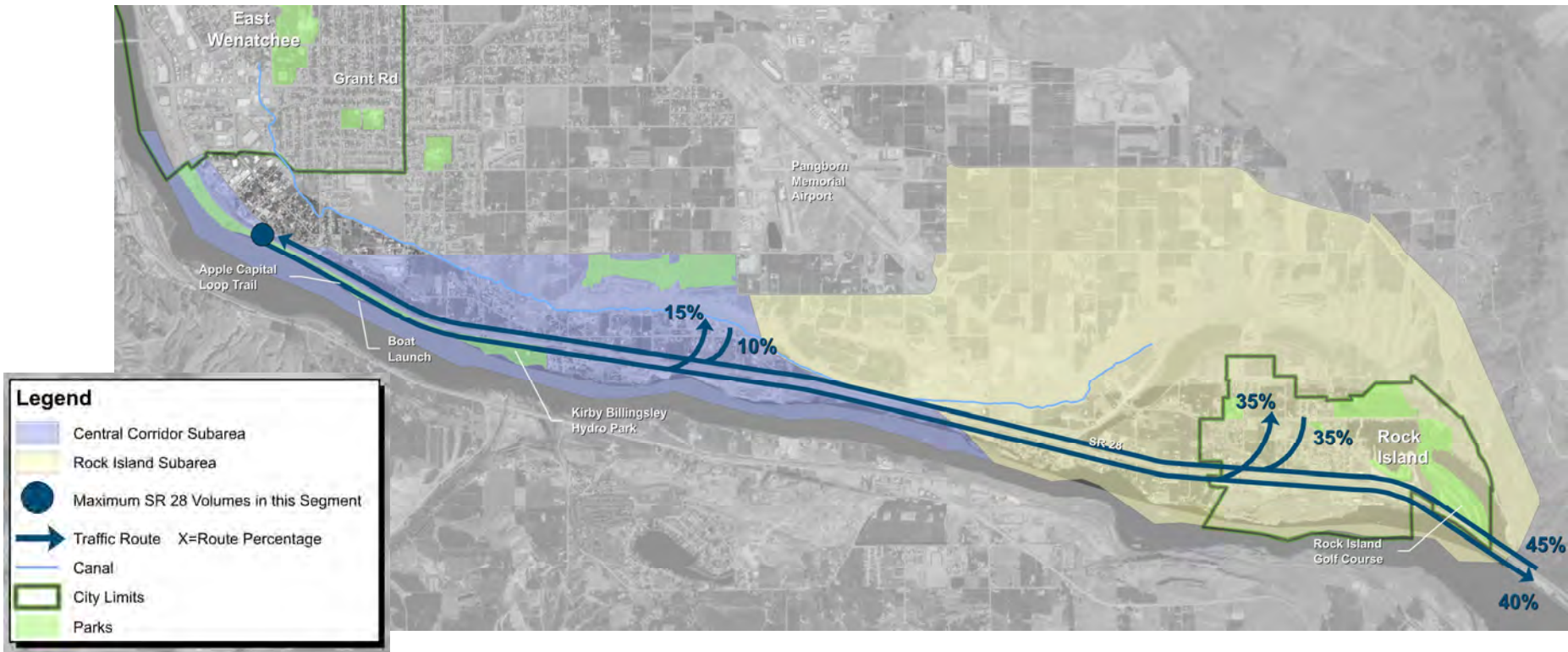
- LTS 1 = lowest stress
 - LTS 2
 - LTS 3
 - LTS 4 = highest stress
-
- Pedestrian Level of Traffic Stress (PLTS)
 - Bicycle Level of Traffic Stress (BLTS)
-
- **Primary contributing factors:** type of ped/bike facility, traffic volume, traffic speed, number of vehicle lanes



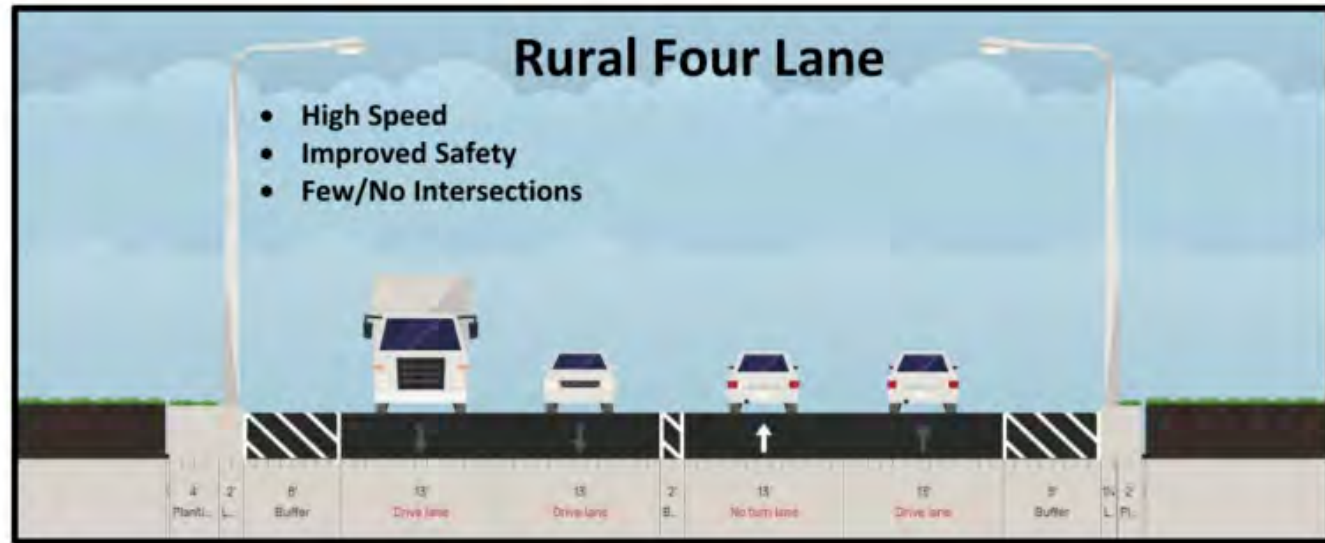
Needs Analysis Review



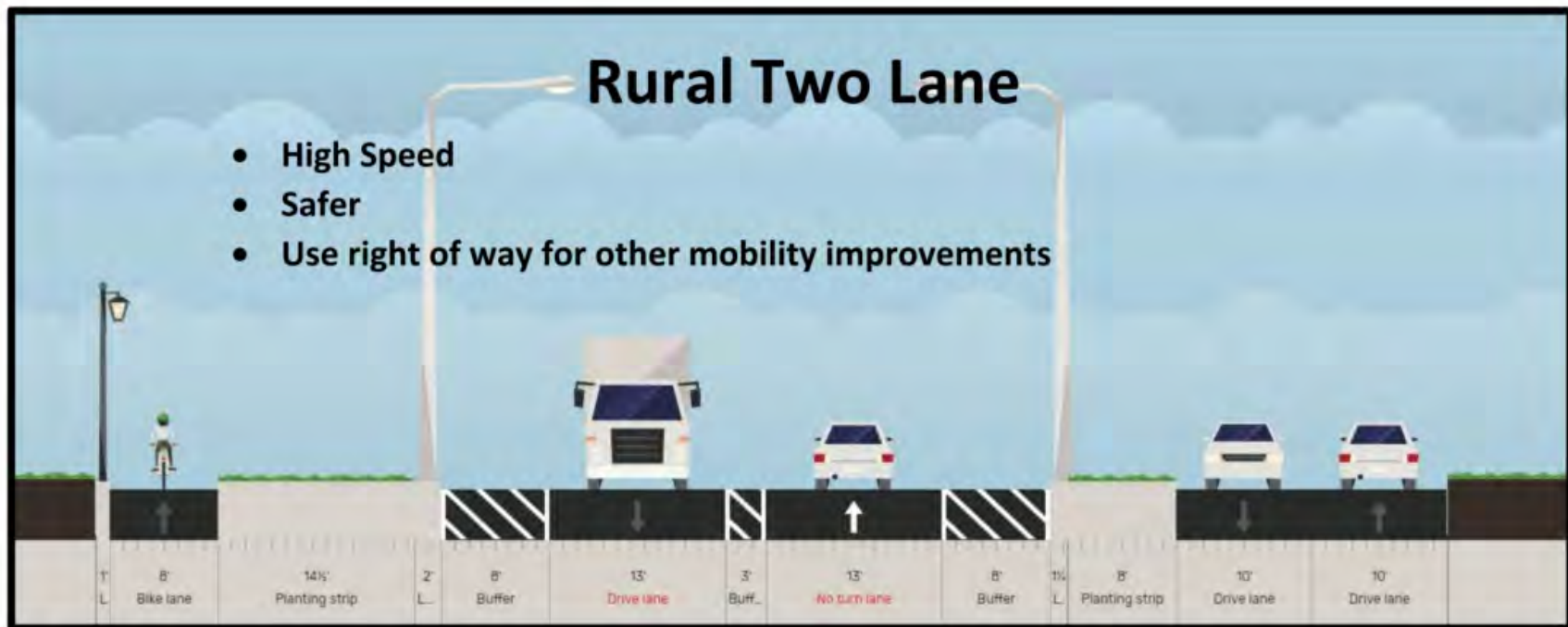
Needs Analysis Review



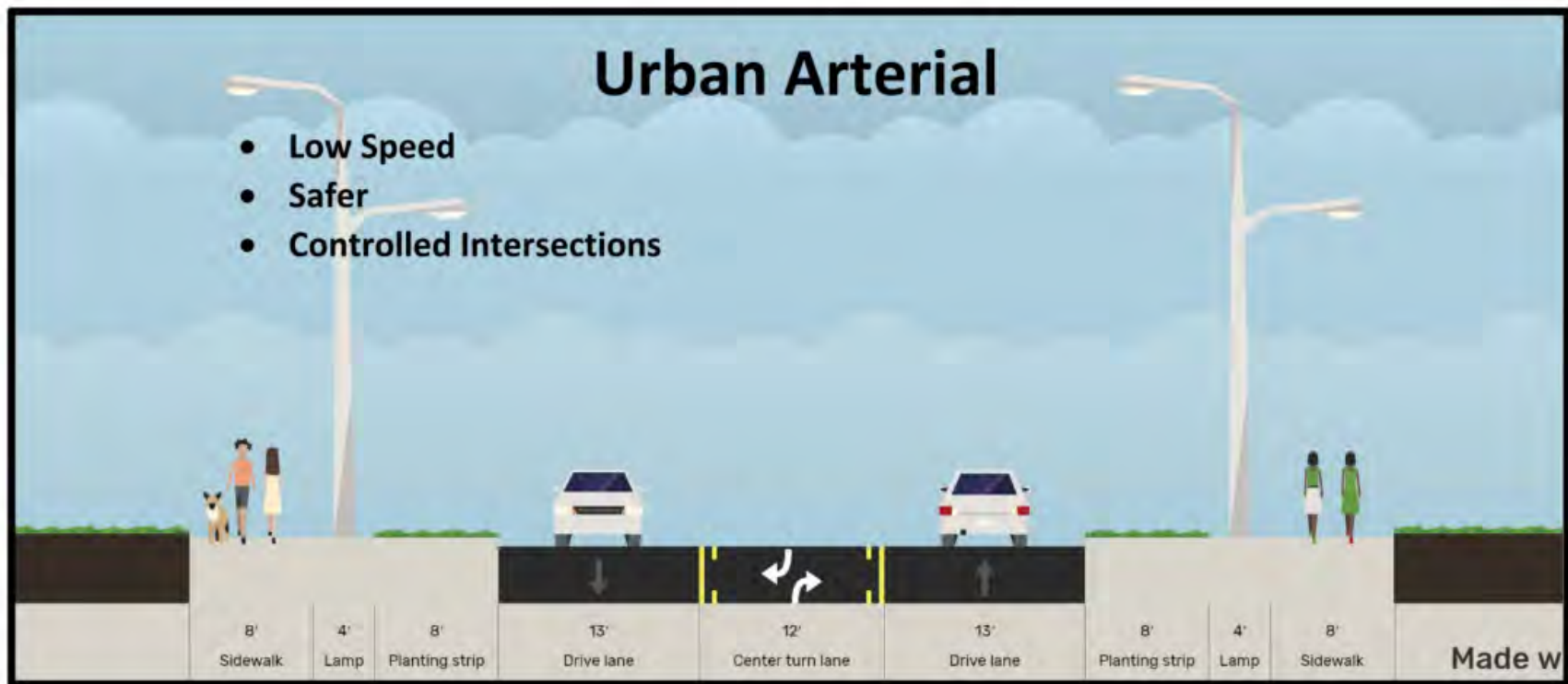
Concept Discussion



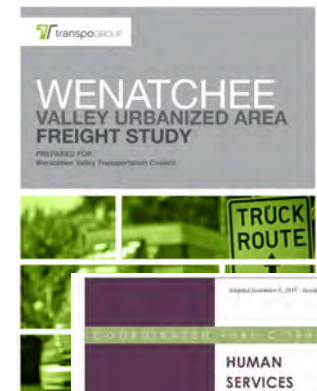
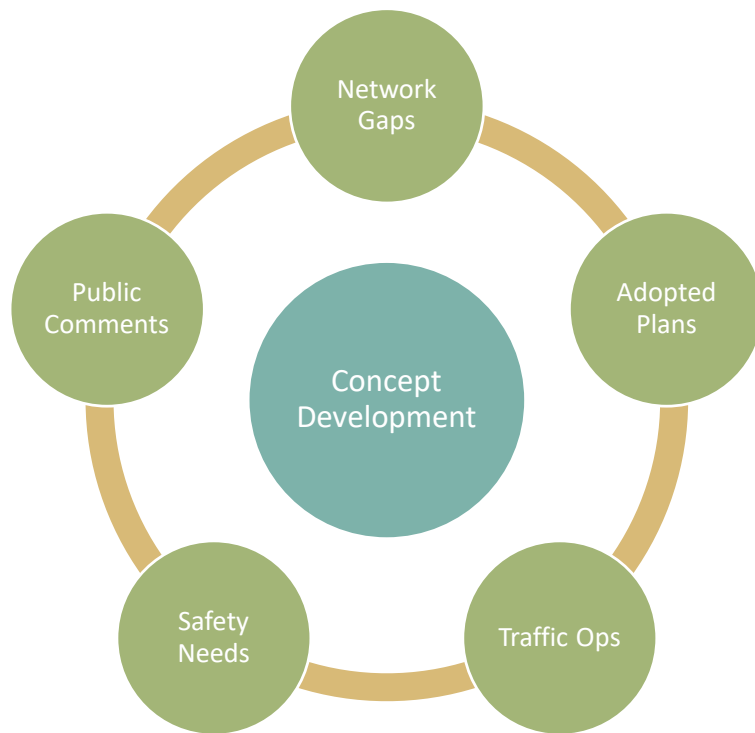
Concept Discussion



Concept Discussion



Concept Discussion



Measures of Effectiveness

Safety

- Reduce the number of serious and fatal injuries
- Reduce the number of collisions

Mobility

- ~~Reduce~~ travel time through corridor
- ~~Added~~ passing opportunities
- ~~Improve~~ “Level of Service” at intersections

Active Transportation

- Reduce level of traffic stress for peds and bikes
- Highway crossing opportunities
- Accessibility to transit

Other Measures

- Compatible with future funding opportunities
- Environmental impacts
- Compatible with adopted plans

The final product will be a high-level comparison of benefits between safety, mobility, and active transportation elements.

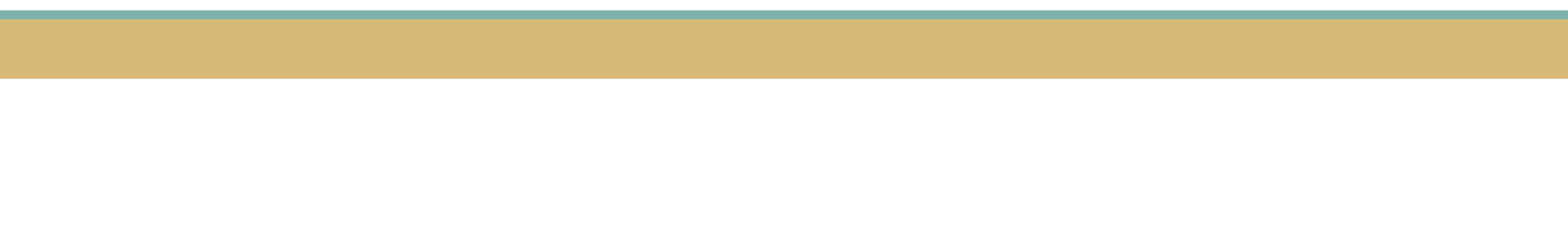
Advisory Group Next Steps

Stakeholder Team Meeting #4 – August 18, 1:30 PM

Discuss:

- 2-Lane rural concept
- 4-lane rural concept
- 2 lane urban concept

Review:

- Measures of effectiveness for three corridor concepts listed above
 - Measures of effectiveness for standalone projects, including off-highway.
- 

Questions?

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Enrique Borges

enrique.borges@perteet.com

425.322.0262

Hablo Español

SAG MEETING NO. 4 NOTES

123 Ohme Garden Road, Suite 8, Wenatchee, WA 98801½ P 800.615.9900

Client: Chelan Douglas Transportation Council
 Project: SR 28 Corridor Study
 Date: August 18, 2021
 1:00 PM – 3:00 PM
 Location: Virtual – Microsoft Teams
 RE: Stakeholder Advisory Group Meeting #4
 Notes taken by: Jennifer Saugen

Stakeholder Advisory Group Present:

Name	Organization	Name	Organization
George Mazur	WSDOT North Central	Aaron Simmons	Douglas County
Randy Agnew	Rock Island	TBD	East Wenatchee
Richard DeRock	Link Transit	Matt Shales	Chelan County PUD
Kelly Gregerson	Washington State Patrol	Kurt Davis	R.I. business owner/ freight hauling
Cassidy Cue	Study area resident	Mike Sorensen	Complete the Loop
Max Nelson	WSDOT North Central	David Kieninger	WSDOT North Central

Project Team:

Name	Organization	Role
Jeff Wilkens	CDTC	Project Manager
Riley Shewak	CDTC	Transportation Planning/Review
Peter De Boldt	Perteet	Stakeholder/Community Lead
Jennifer Saugen	Perteet	Project Manager
Enrique Borges	Perteet	Designer/Translator
Brent Powell	Perteet	Lead Traffic Analyst
Karissa Witthuhn	Perteet	Lead Designer

Meeting Agenda Outline:

- Welcome Back
- Stakeholder Outreach to Date
- Corridor Concepts Review
- Corridor Benefits and Challenges
- Next Steps for SAG

Jennifer prepared a PowerPoint presentation (slides attached) that were shared during the meeting.

Welcome Back:

Peter DeBoldt facilitated reintroduction for each SAG team member.

Stakeholder Outreach to Date:

Jennifer shared progress on stakeholder outreach since the last SAG meeting, including updated website statistics, social media pushes from WSDOT, Douglas County, and the Wenatchee World newspaper, and in-person outreach efforts.

SAG MEETING NO. 4 NOTES

123 Ohme Garden Road, Suite 8, Wenatchee, WA 98801½ P 800.615.9900

Jennifer also explained in more detail that she and Riley had attended two events with the Spanish-speaking community from South Wenatchee. First, they attended a Facebook live event called “Un Buen Consejo” hosted by the Community for the Advancement of Family Education, known as “CAFÉ”. Additionally, they attended a community event targeting the Latino/Hispanic community on August 3rd. They received 18 comment cards along with written comments on a large map of the area.

Jennifer noted that the study website would be up for commenting until August 30th. She shared a graphic showing major improvement suggestion themes that had come in through the website, including how many “thumbs up” each had received.

Corridor Concepts Review:

Karissa Witthuhn explained to SAG members how her team had utilized input from several existing plans, CDTC data, public input, and SAG input to create the three corridor concepts including intersection treatments. The three corridors she presented were:

1. SR 28 rural 2-lane
2. SR 28 rural 4-lane
3. SR 28 urban 3-lane

SAG members then had a chance to ask questions and make comments regarding the design.

- David K. asked if we looked at whether a single lane RAB was acceptable, as they had needed 2 lanes in other locations? Karissa said no we hadn't designed to that level of detail.
- George asked if closing access points was a differentiating feature between 2 and 4 lane? Karissa responded that no - they ended up being very similar.
- Cassidy commented that she likes the urban section as access is important. It also preserve the nature of the river and make more urban not just a high speed highway.
- Riley commented that we are not sure exactly what growth and traffic trends will drive the decision between options.
- Aaron stated that for Batterman Road, East Wenatchee side has restricted their freight system in the City. He mentioned it would be great to tie a freight route from Batterman all the way over to Fancher Heights.
- Randy said he echoed Aaron's comments, however thought that then trucks would run down Grant Road. Even with a bypass connection to Odabashion Bridge, they don't want a bypass, he thought they wanted town access.
- Riley stated CDTC is not currently thinking of Batterman as a bypass. More just that's where the land is and need other infrastructure investments.
- Cassidy stated she thinks Grant Road has become deteriorated from heavy trucks. From a development standpoint, it would be great to get industrial out of downtown so other trucks don't have to go in. Or expand 4 lanes going into Grant Road.
- Randy clarified that at Grant Road it already has 4 lanes on the west end.
- Aaron says Douglas County will start looking at improving geometrics on Batterman and clean up areas as they anticipate traffic volumes ticking up a lot in the future and they are trying to get ready for it. Fix up so that number of people in those areas can be accommodated.

Corridor Benefits and Challenges:

SAG MEETING NO. 4 NOTES

123 Ohme Garden Road, Suite 8, Wenatchee, WA 98801½ P 800.615.9900

Peter began the discussion by clarifying the types of tradeoffs that we can compare each option to.

Tradeoffs may include:

- Safety
- Access
- Mobility
- Ped/Bike/Transit
- Funding Opportunities
- Environmental Impacts
- Public Support

SAG members commented their ideas on tradeoffs.

- Aaron said he was trying to think through some ideas here. It's a complicated thing to do as all agencies have our interests. We would like the study to identify these nuances for us. Aaron will defer to the study team.
- George said that maybe our objective shouldn't be to balance. Just report out the implications for each, where a particular concept is different than the other. It's all value judgements. With enough time and money, any concept can be made to excel in any of these metrics. They want to see the metrics – just REPORT it out. Balancing is more of listening to what you value and feel is important.
- Matt stated that PUD's viewpoint is relatively narrow and is focused on ingress/egress to park. Safety and access are their concern.
- David asked regarding the pedestrian trail through the parks plus the extension - who would maintain all of these? It's adding to the existing system. Add maintenance costs as a metric to share the data on.
- Cassidy said she spoke for those living along the roadway – the urban concept is best. It would be difficult to close existing accesses and need to use other opportunities to turn around. Seems safer with slower speed limit as well. As East Wenatchee develops this would be the best way to access.
- Maxwell said that as a representative of WSDOT he was not sure which is the most important. When it comes to the bike/ped side the way he personally sees it, there is a very good connection, but needs to extend further. Currently can't get to any other destinations.
- Riley spoke to Dave's comment on the path - can they just do it with the plow after the highway? Or provide a buffered pathway? Riley said maintenance could jump on at any access roadway (for snow). He also suggested the following additions:
 - ADD trail/access point as a metric.
 - ADD noise pollution as a metric, pulled out from environmental
 - ADD access rights, more broken out
- Riley also asked what interest WSDOT has in maintaining access to like one barn on a roadway?
- David and George stated that this area is within partial limited access control and they will get the ROW plans to the study team. They don't anticipate that HQ would ever give additional access points.
- Peter concurred and said he had never seen them grant a break in access to a private entity once purchased, but maybe for a City or County.
- David asked if we should leave the two-lane road without a center barrier? Seems like we are missing a step when we go straight from what we have now to a barrier divided two-lane option. He's not convinced that having the barrier is necessary.

SAG MEETING NO. 4 NOTES

123 Ohme Garden Road, Suite 8, Wenatchee, WA 98801½ P 800.615.9900

- Brent explained that understanding that we don't have great data around near misses, the team went through the quantitative analysis and there were no trends in terms of locations, but anecdotally there are near misses, shooting gaps, etc. Using crash modification factors and industry standard, the barrier is used to limit left turns
- George said we had potentially sidestepped "Practical Solutions" - is there one that is less of these three concepts? Practical solution phases one of the three concepts or a subset of that. Could just be upgrading RIR with a few other changes. Wants us to mention in the report, even if we say "dealing with it in the next phase".
- Cassidy agreed and said maybe this is how we should be dealing with this? Need to try to describe this in relatable terms in the report. If it's only adding a minute or two of drive time – state that clearly. Also if we change the speed limit, we have to make other changes so people know the whole roadway has changed.

Peter thanked everyone for the discussion and additional ideas and closed out the tradeoffs discussion.

Next Steps:

Perteet will prepare the draft corridor study report. We will meet once more to go over the executive summary of the draft report.

STAKEHOLDER ADVISORY
GROUP MEETING #4

AUGUST 18, 2021

1:00PM – 3:00PM



Chelan-Douglas
TRANSPORTATION COUNCIL
CDTC

SR 28 Corridor Study

Meeting Agenda Outline

- Welcome (5 min)
- Stakeholder Outreach Update (20 min)
- Corridor Concepts Review (45 min)
- Concept Benefits and Challenges (30 min)
- Next Steps for Stakeholder Advisory Committee (5 min)

Stakeholder Outreach Summary

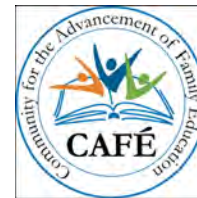
Direct Outreach

August 2nd CAFÉ's "Un Buen Consejo"

- "One thing you should know"

August 3rd Community Event in South Wenatchee

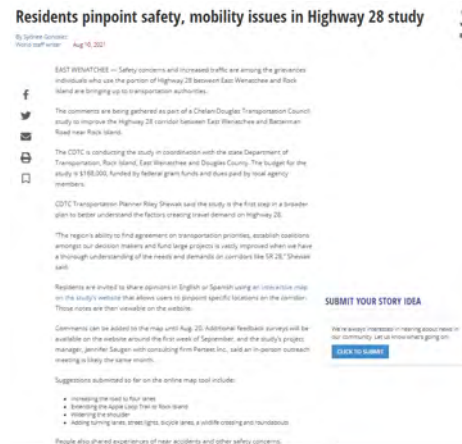
- Perteet and CDTC joined an existing outdoor event at CAFÉ's South Wenatchee location
- 12:00PM to 6:00PM
- Specifically targeted to Latino/Hispanic Community
- Received 18 comment cards along with written comments on a large map of the area



Stakeholder Outreach Summary

Additional Outreach

- Wenatchee World Article 8/11/21
- Social media push from WSDOT 7/1/21
- Reader boards on SR 28 from WSDOT 7/19/21
- Douglas County posted to website and social media



Website Statistics

English Page:

- 1,000 total visits
- 651 unique visitors
- 513 engaged sessions
- 22 joined the mailing list (total of 30)

Spanish Page:

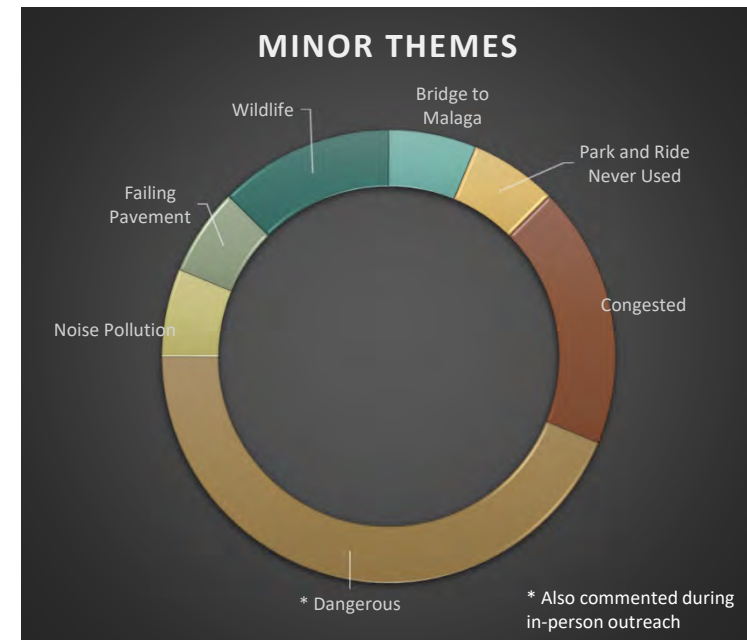
- 32 unique visitors
- 78 page visits
- 1 user had browser language set to Spanish

Stakeholder Outreach Summary

Pinpoint Map Statistics

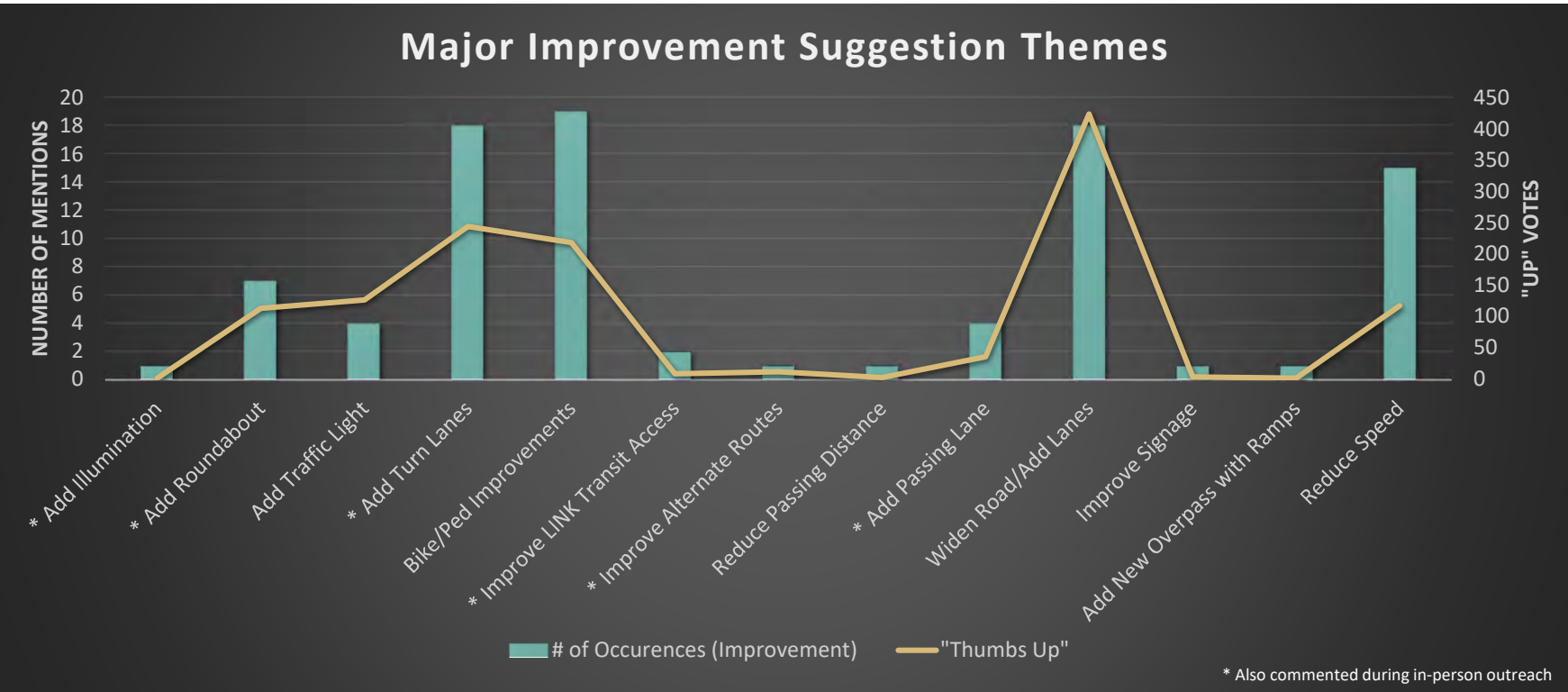
Engagement summary with the online map tool

438	97	2:39	58	117
Total Visits	Unique Users	Average Time	Unique Stakeholders	Comments
The total number of visits to the project site	The total number of unique people viewing the site (generally determined by using the same browser)	The average time people are spending on the site viewing and interacting with the project	The number of people who are interacting with the site (adding comments)	The total number of comments on the site

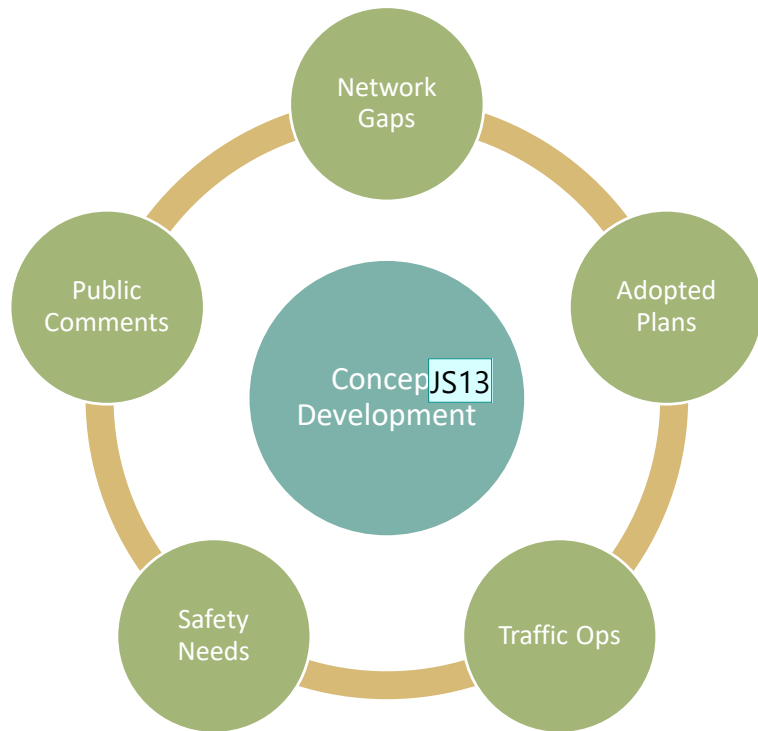


Continued Website Map Commenting until August 20th

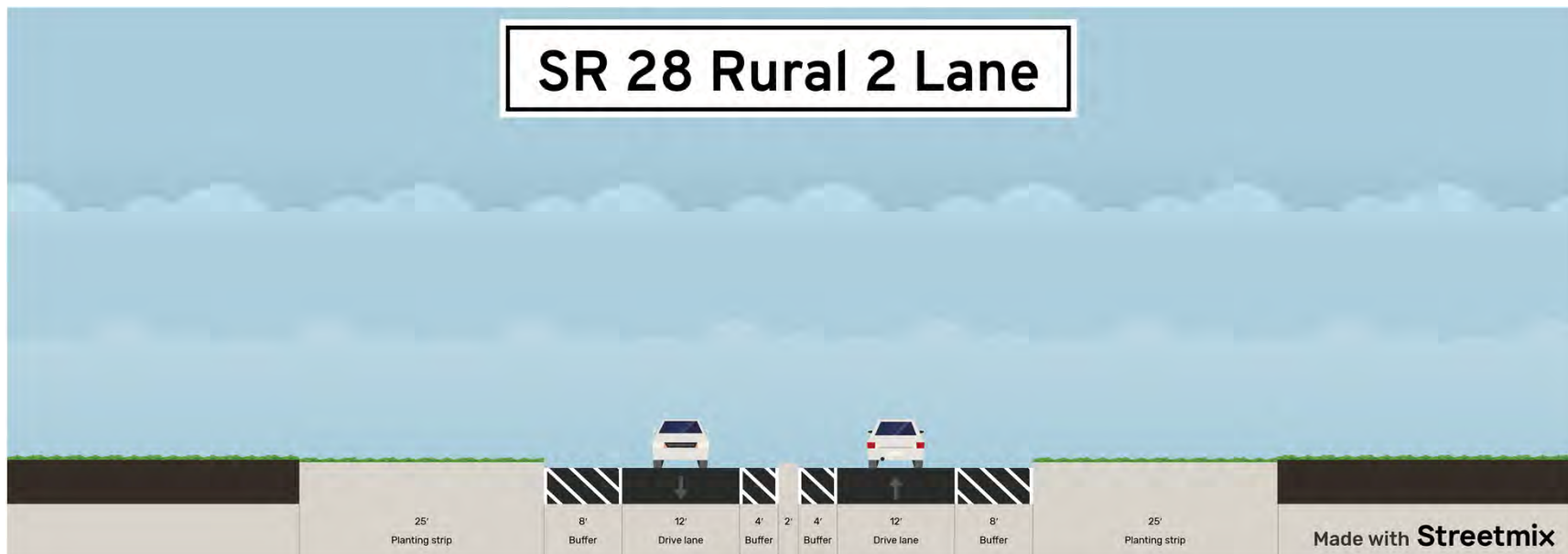
Stakeholder Outreach Summary



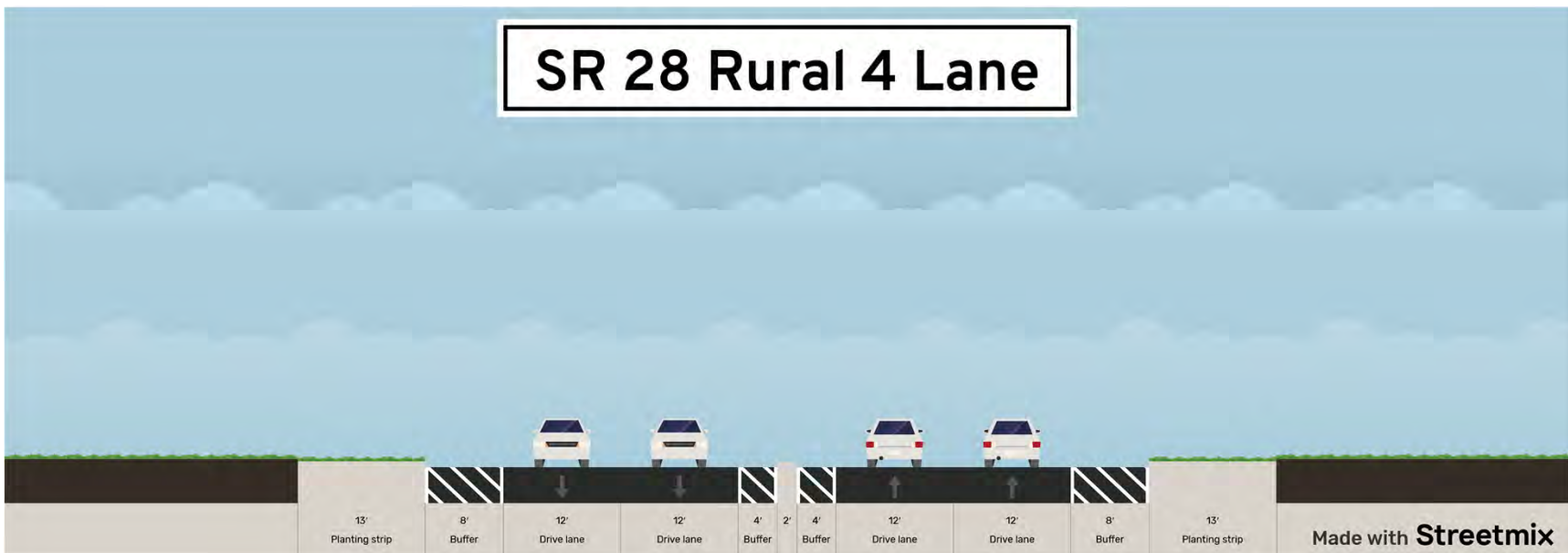
Corridor Concepts Review



Corridor Concepts Review



Corridor Concepts Review



Corridor Concepts Review



Open Discussion - Corridor Concept Tradeoffs to Balance



Safety

- Potential number of collisions
- Potential severity of collisions

Access

- Local street access closures
- Detours

Mobility

- Overall time travelling corridor
- Passing opportunities

Ped/Bike/Transit

- Ped/bike comfort level
- Highway crossing opportunities
- Accessibility to transit

Other


- Compatible with future funding opportunities
- Environmental impacts
- Compatible with adopted plans
- Public support

Advisory Group Next Steps

Next Steps

- Poll sent to SAG by August 23 - please complete by September 1
- Concurrent poll posted to website near August 23
- Perteet will prepare the draft Corridor Study Report

Stakeholder Team Meeting #5 – September 29, 9:00 AM

- Review Draft Corridor Study Report
 - Potentially in-person?
- 

Questions?

Jenn Saugen

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Hablo Español

SAG MEETING NO. 5 NOTES

123 Ohme Garden Road, Suite 8, Wenatchee, WA 98801, P 800.615.9900

Client: Chelan Douglas Transportation Council
 Project: SR 28 Corridor Study
 Date: October 07, 2021
 2:30 PM – 3:45 PM
 Location: Virtual – Microsoft Teams
 RE: Stakeholder Advisory Group Meeting #5
 Notes taken by: Jennifer Saugen

Stakeholder Advisory Group Present:

Name	Organization	Name	Organization
George Mazur	WSDOT North Central	Aaron Simmons	Douglas County
Randy Agnew	Rock Island	Garren Melton	East Wenatchee
Christina Baron	Link Transit	Matt Shales	Chelan County PUD
Kelly Gregerson	Washington State Patrol	Max Nelson	WSDOT North Central
Cassidy Cue	Study area resident		

Project Team:

Name	Organization	Role
Jeff Wilkens	CDTC	Project Manager
Riley Shewak	CDTC	Transportation Planning/Review
Peter De Boldt	Perteet	Stakeholder/Community Lead
Jennifer Saugen	Perteet	Project Manager
Brent Powell	Perteet	Lead Traffic Analyst
Karissa Witthuhn	Perteet	Lead Designer

Meeting Agenda Outline:

- Welcome Back
- Stakeholder Outreach to Date
- Recap Corridor Concepts and Changes Since Last Meeting
- Corridor Comparisons
- Next Steps

Jennifer prepared a PowerPoint presentation (slides attached) that were shared during the meeting.

Welcome Back:

Peter DeBoldt facilitated reintroduction for each SAG team member. Two new agency members joined this final SAG meeting – Garren Melton/East Wenatchee and Christina Baron/Link Transit.

Stakeholder Outreach to Date:

Jennifer shared a final summary of outreach including the project website, fliers, individual stakeholder interviews, agency outreach, direct (in-person) outreach, media, and “virtual office hours”.

Final website pinpoint map statistics showed 448 total visits to the site with 117 comments and 98 unique users. Randy Agnew shared that he had compiled a list of all the comments in an excel spreadsheet and

SAG MEETING NO. 5 NOTES

123 Ohme Garden Road, Suite 8, Wenatchee, WA 98801, P 800.615.9900

had sorted them for comparison. Randy shared his spreadsheet and noted that he interpreted the most favorable comments towards widening the highway to four lanes. He said he'd make his spreadsheet available to the SAG.

Recap Corridor Concepts and Changes Since Last Meeting:

Karissa shared updates to the corridor concepts that had been made per SAG suggestions and additional traffic modeling. Updates included:

- Removing the Rock Island Road connection in the intermediate speed 3-lane scenario, as well as revising that concept to reflect no curb, gutter, or sidewalk.
- For the 3-lane scenario - use planter strips (drainage facility) to separate a shared-use pathway from SR 28.
- Removing the Apple Capitol Loop Trail from the Urban Scenario as it wouldn't be needed with shared use paths on both sides of the highway.
- Adding bike lanes to each county road that connects to RIR for a complete and safer bicycle network.

Karissa also shared the expected ranges of cost for each of the corridor concepts.

Corridor Comparisons:

Brent led a discussion regarding corridor comparisons using the memorandum that had been provided to SAG members prior to the meeting. The memorandum did not identify a preferred alternative but instead provides several data points for consideration. The SAG members each had an opportunity to remark on the data points and Brent answered additional questions regarding data.

Next Steps:

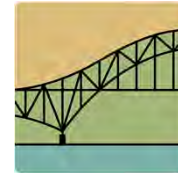
Peter concluded the meeting by thanking each SAG member for taking time out of their schedules to participate in the meeting. They were encouraged to share general information from the study with their peers but remember it's all draft at this point.

A phase II market analysis and opinions of cost for 4-lanes all the way to Quincy are next steps and expected completion is early spring. Peter said that the study team would present the results of both phases to CDTC's Board at that time.

STAKEHOLDER ADVISORY
GROUP MEETING #5

OCTOBER 7, 2021

2:30PM – 4:00PM



Chelan-Douglas
TRANSPORTATION COUNCIL
CDTC

SR 28 Corridor Study

Meeting Agenda Outline

- Welcome (5 min)
- Stakeholder Outreach Update (10 min)
- Corridor Concept Updates & Changes since last meeting (20 min)
- Corridor Comparisons (45 min)
- Next Steps (5 min)

Stakeholder Outreach Summary



Website

- ❖ Active from April 16th through August 20th

Fliers in Community

- ❖ 20 + English and Spanish fliers posted at local businesses in Rock Island and East Wenatchee

Individual Stakeholder Interviews

- ❖ Cesar Cueves 4/27/21
- ❖ Ysabel Busch 4/27/21
- ❖ Aurelio Iniguez 5/7/21
- ❖ Douglas County FD (Cam Phillips) 5/4/21
- ❖ CDRPO (Jim Kuntz) 5/5/21
- ❖ Manny Rivas 6/10/21

Direct Outreach

- ❖ CAFÉ's "Un Buen Consejo" 8/2/21
- ❖ Community Event in South Wenatchee 8/3/21

Agency Outreach

- ❖ City of Wenatchee Facebook Post
 - ❖ Also sent to subscribers of listserv
- ❖ City of East Wenatchee Facebook Post
 - ❖ Also sent to subscribers of listserv
- ❖ Chelan County PUD notified all employees
 - ❖ Also hung up fliers at Hydro Park
- ❖ Douglas County Facebook Post
- ❖ WSDOT Facebook Post 7/1/21
- ❖ WSDOT SR 28 reader boards 7/19/21

Media

- ❖ Wenatchee World Article 8/11/21

"Virtual Office Hours"

- ❖ Spanish Speaking 6/16/21
- ❖ English Speaking 6/23/21

Stakeholder Outreach Summary

Website Statistics

English Page:

- 1,100 total visits
- 699 unique visitors
- 676 engaged sessions
- 30 joined the mailing list

Spanish Page:

- 78 total visits
- 36 unique visitors
- 17 engaged sessions
- 1 user had browser language set to Spanish

Stakeholder Outreach Summary

Pinpoint Map Statistics –

Engagement summary with the online map tool

448	98	2:39	58	117
Total Visits	Unique Users	Average Time	Unique Stakeholders	Comments
The total number of visits to the project site	The total number of unique people viewing the site (generally determined by using the same browser)	The average time people are spending on the site viewing and interacting with the project	The number of people who are interacting with the site (adding comments)	The total number of comments on the site

Other / Otros

The Quincy to East Wenatchee SR28 segment is very unsafe. There seems to be a lot of high speed and risky driving. Hopefully some improvements and widening are being considered.

May 19, 2021 1:26 PM -07:00 | Like (148) Dislike (0)

Traffic / Tráfico

Highway 28 should be expanded to 4 lanes with turn lanes at each intersection.

May 18, 2021 12:38 PM -07:00 | Like (67) Dislike (6)

Other / Otros

4 lane SR28 to Quincy or add a LOT more passing lanes... in both directions.

Jul 19, 2021 4:33 PM -07:00 | Like (81) Dislike (1)

Traffic / Tráfico

Left turning movements along the whole corridor are an issue. Suggest improving the highway to include right in right out restrictions and installing traffic lights w/ u-turn capabilities or roundabouts at key intersections to allow traffic to get turned around safely if needed. Key intersections likely being 3rd Street SE, S Nile Avenue, both Rock Island Road intersections, Rock Island Drive, and Battermann Road.

Jul 28, 2021 4:27 PM -07:00 | Like (76) Dislike (1)

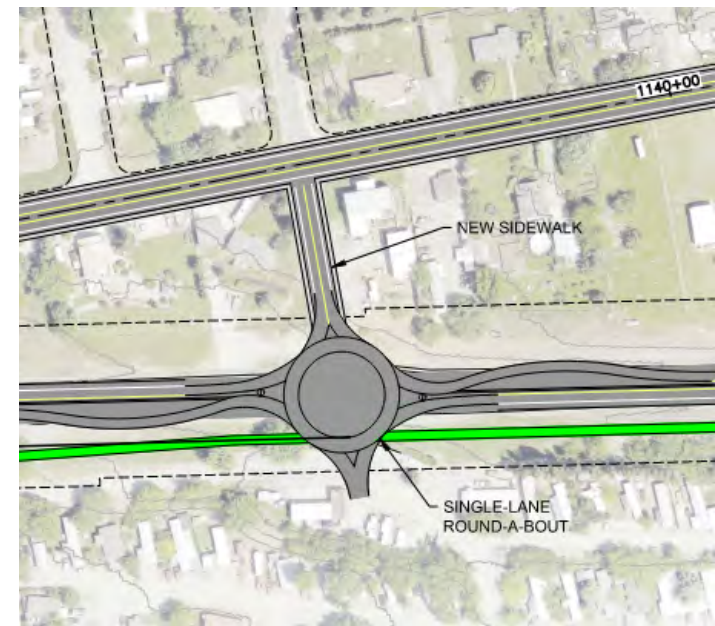
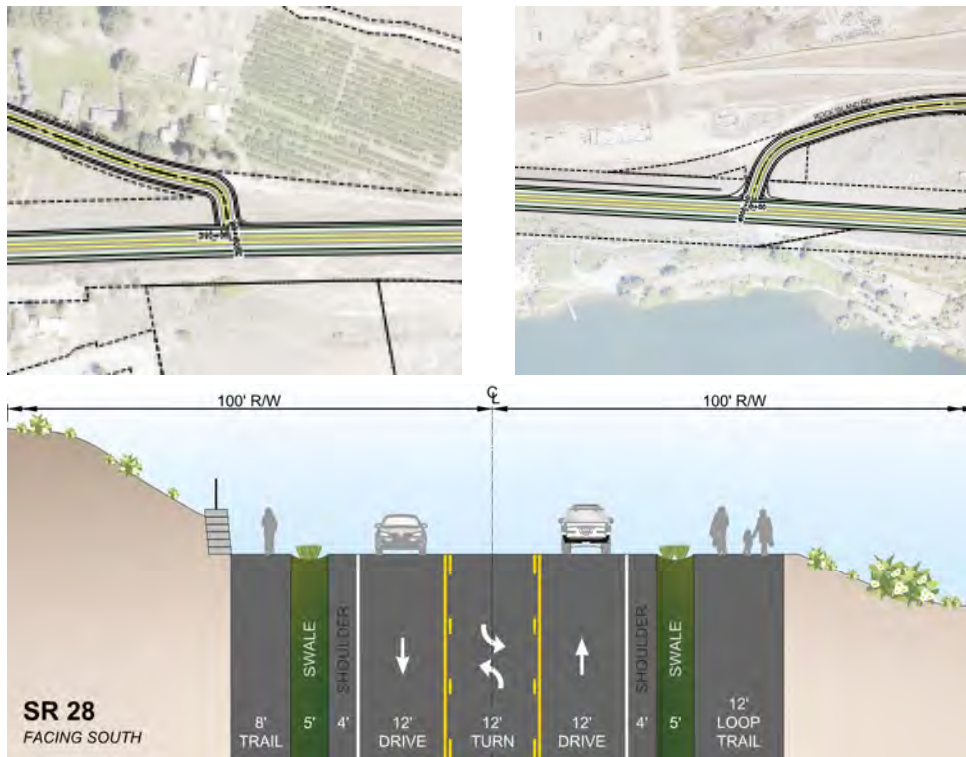
Pedestrian & Bicycle / Peatones y Bicicletas

Extending the bike trail from Hydro Park to Rock Island should be a priority. The popularity of the Rocky Reach Trail is evidence that a bike/pedestrian trail to Rock Island would be a sound decision for transportation and recreation.

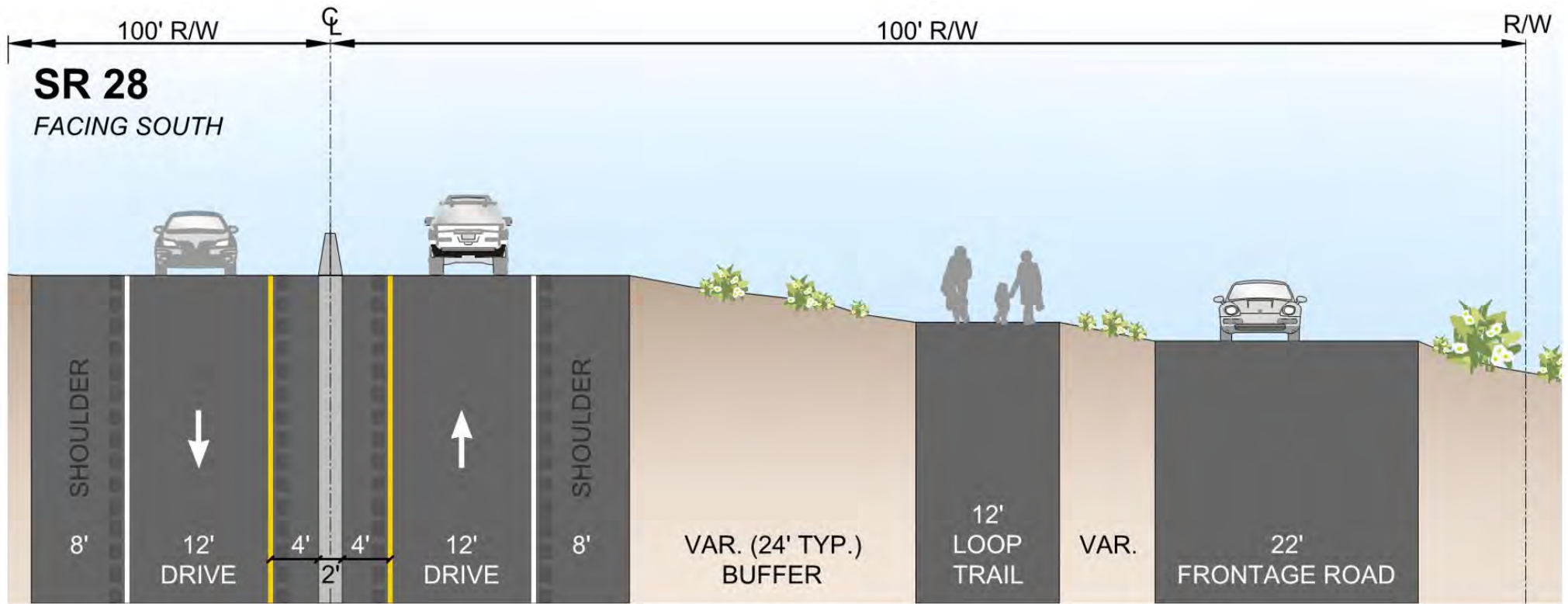
May 11, 2021 9:50 AM -07:00 | Like (56) Dislike (5)



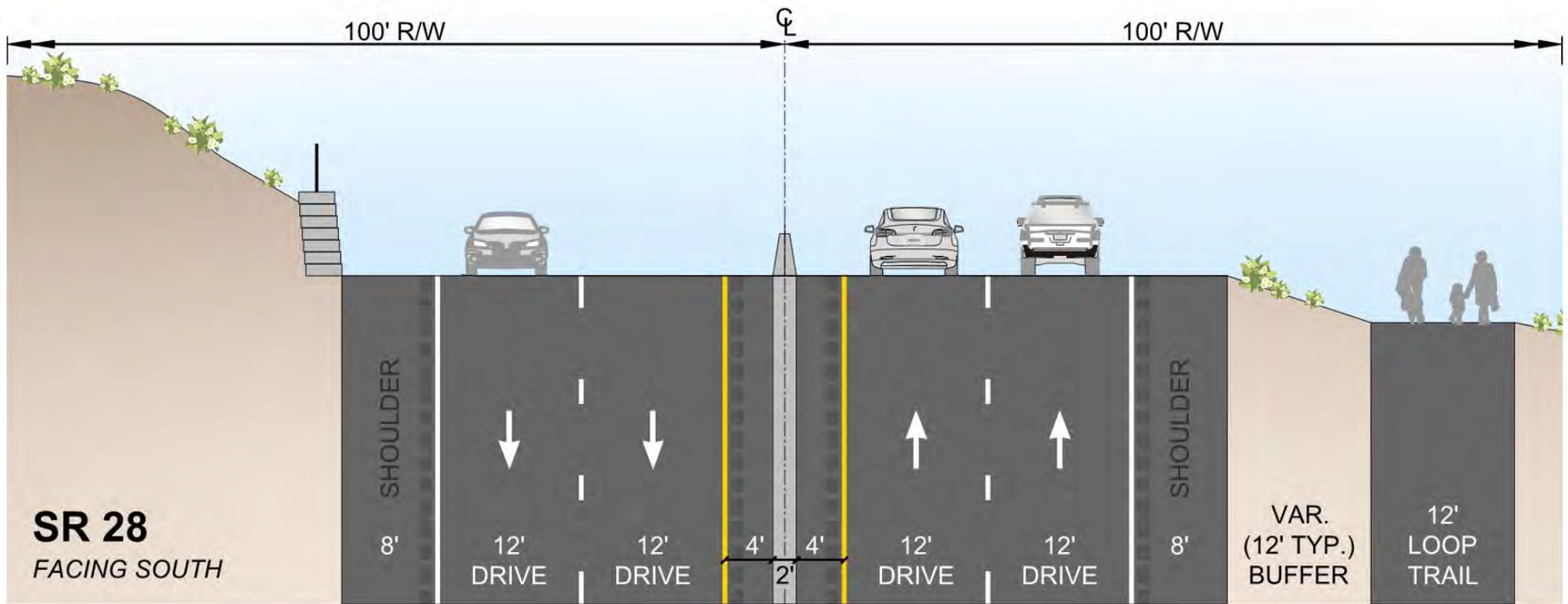
Corridor Concept Changes (since last meeting)



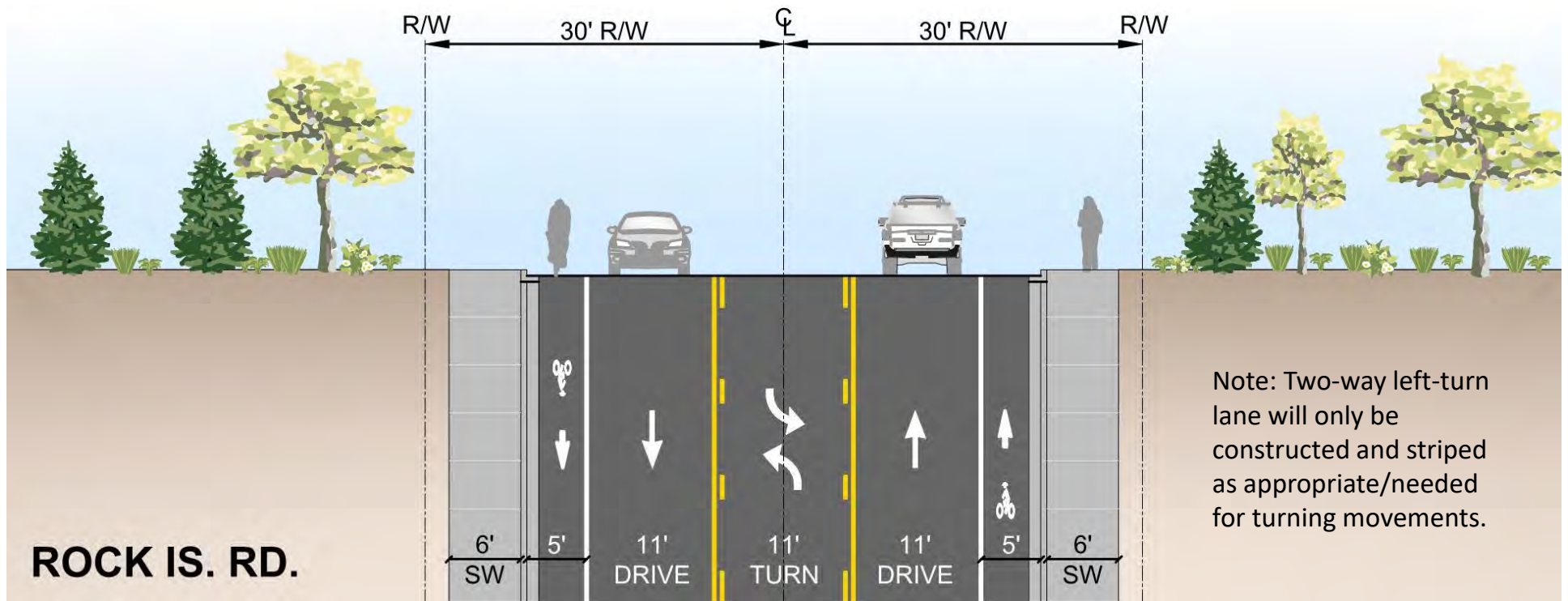
Corridor Recap – High Speed, 2 Lane



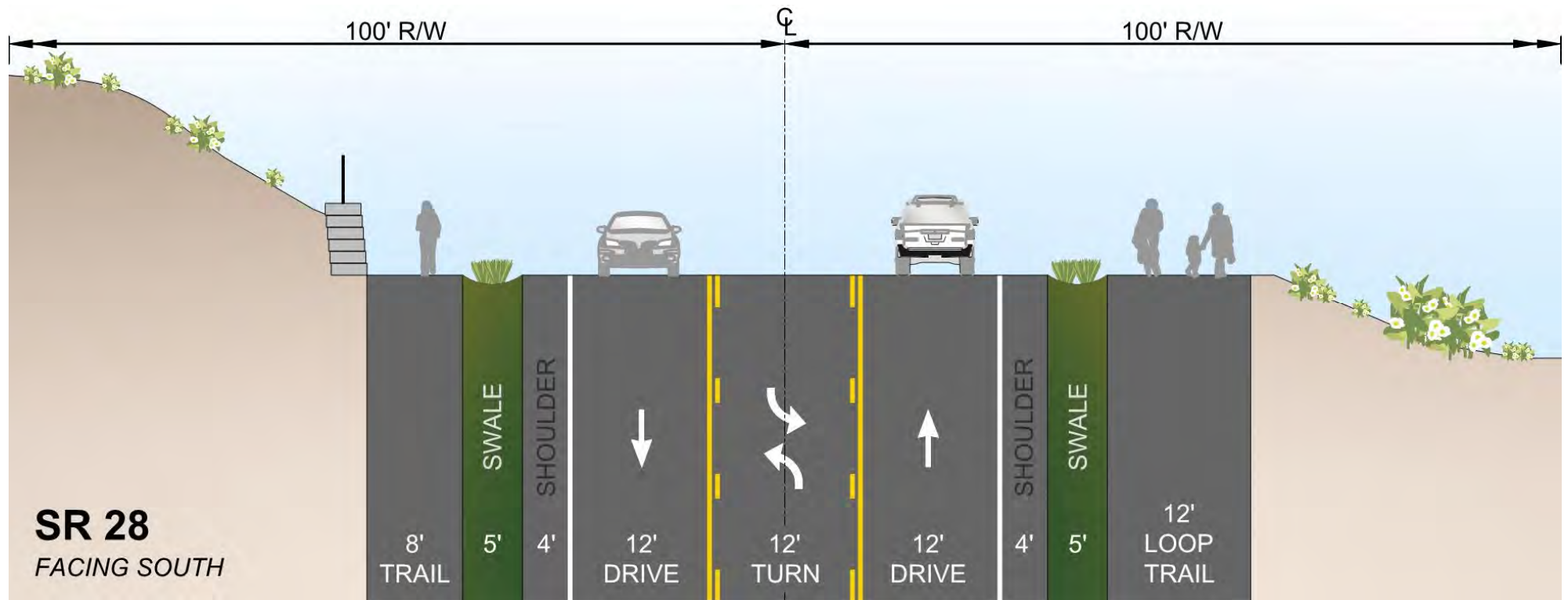
Corridor Recap – High Speed, 4 Lane



Corridor Recap – Rock Island Road



Corridor Recap – Intermediate Speed, 3+ Lane



Concepts Opinion of Cost

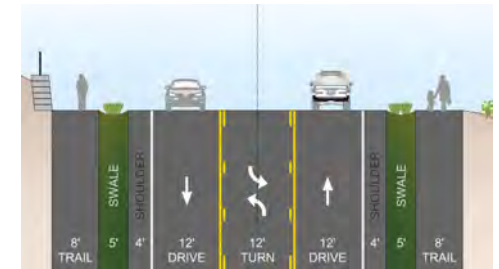
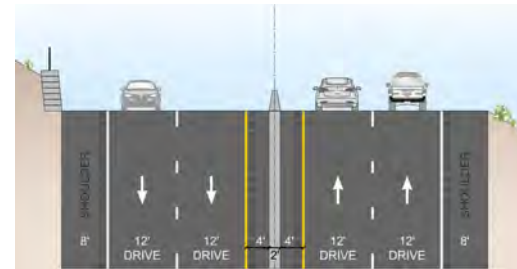
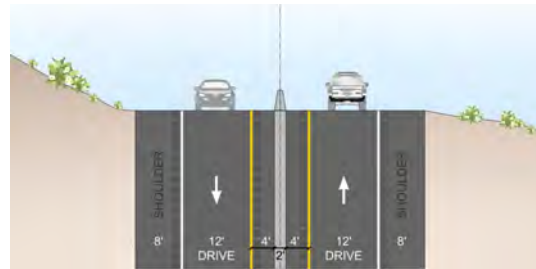
Concept	Range of Cost
High Speed, 2 Lane	<ul style="list-style-type: none">• SR 28: \$90 million• Loop Trail extension: \$12 million• RIR upgrade: \$74 million• RIR connection: \$27 million Total: \$190–220 million
High Speed, 4 Lane	<ul style="list-style-type: none">• SR 28: \$166 million• Loop Trail extension: \$12 million• RIR upgrade: \$74 million• RIR connection: \$27 million Total: \$265–295 million
Intermediate Speed, 3+ Lane	<ul style="list-style-type: none">• SR 28: \$117 million• Loop Trail extension: included above• RIR upgrade: \$74 million• RIR connection: not applicable Total: \$190–220 million

Corridor Comparisons – Safety & Access

Element	High Speed, Two Lane SR 28	High Speed, Four Lane SR 28	Intermediate Speed, Three Lane SR 28
General predicted crash rate	30.1 crashes per year	34.3	41.6
General crash rate compared to existing	34% reduction	24% reduction	8.4% reduction
Injury/ fatal predicted crash rate	9.0 crashes per year	10.9	13.1
Injury/fatal rate compared to existing	39% reduction	26% reduction	11% reduction
General access classification	Partial Control Limited Access	Partial Control Limited Access	Partial Control Limited Access
Access control devices	Concrete jersey barrier or median	Concrete jersey barrier or median	None, left turns allowed
Property access changes compared to existing	Consolidate some existing driveway access points to nearby intersection locations via frontage roads	None	None
Changes in number of intersections/accesses compared to existing	6 fewer	2 fewer	No change
Preliminary SR 28 intersection changes	Five new roundabouts Left-turn restrictions at stop-controlled intersections Closure of SR 28 and Rock Island Road intersections	Five new roundabouts Left-turn restrictions at stop-controlled intersections Closure of SR 28 and Rock Island Road intersections	Three new roundabouts

Corridor Comparisons – Vehicle Mobility

Element	High Speed, Two Lane SR 28	High Speed, Four Lane SR 28	Intermediate Speed, Three Lane SR 28
Corridor travel time (2045 volumes)	SR 28: 9.5 minutes Rock Island Rd (RIR): 12.5 minutes Battermann Road: 8 minutes	SR 28: 8.5 minutes RIR: 12.5 minutes Battermann Road: 8 minutes	SR 28: 18 minutes Battermann Road: 10 minutes
Average speed (2045 volumes)	SR 28: 53 mph RIR: 33 mph Battermann Road: 47 mph	SR 28: 59 mph RIR: 33 mph Battermann Road: 47 mph	SR 28: 27 mph Battermann Road: 45 mph



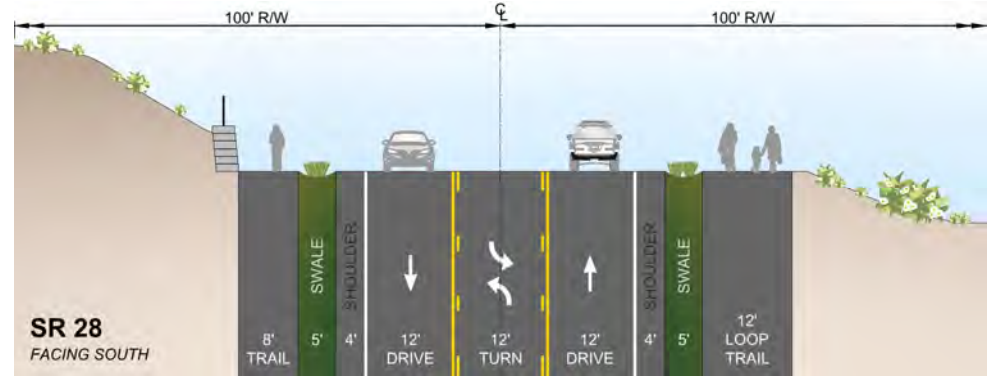
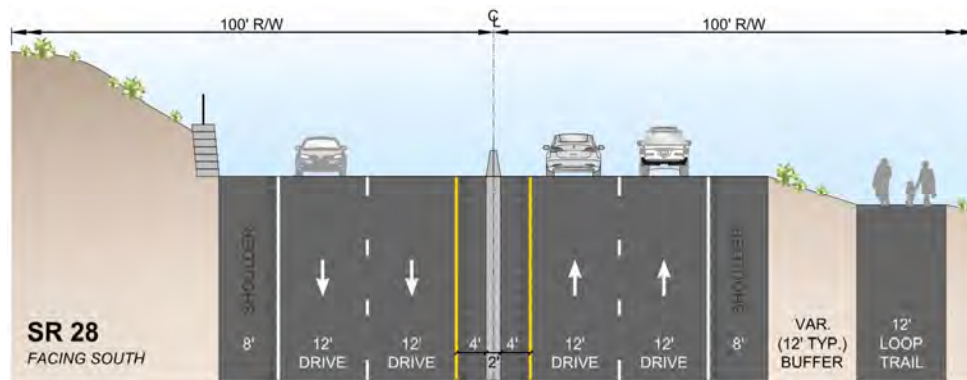
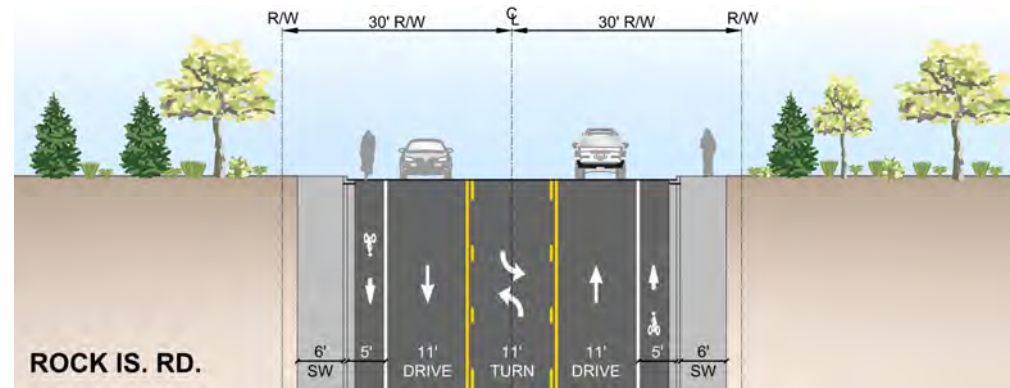
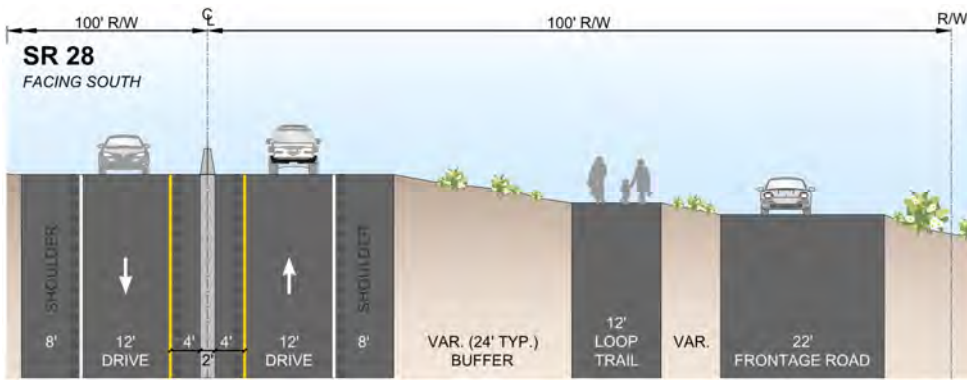
Corridor Comparisons – Ped/Bike Mobility

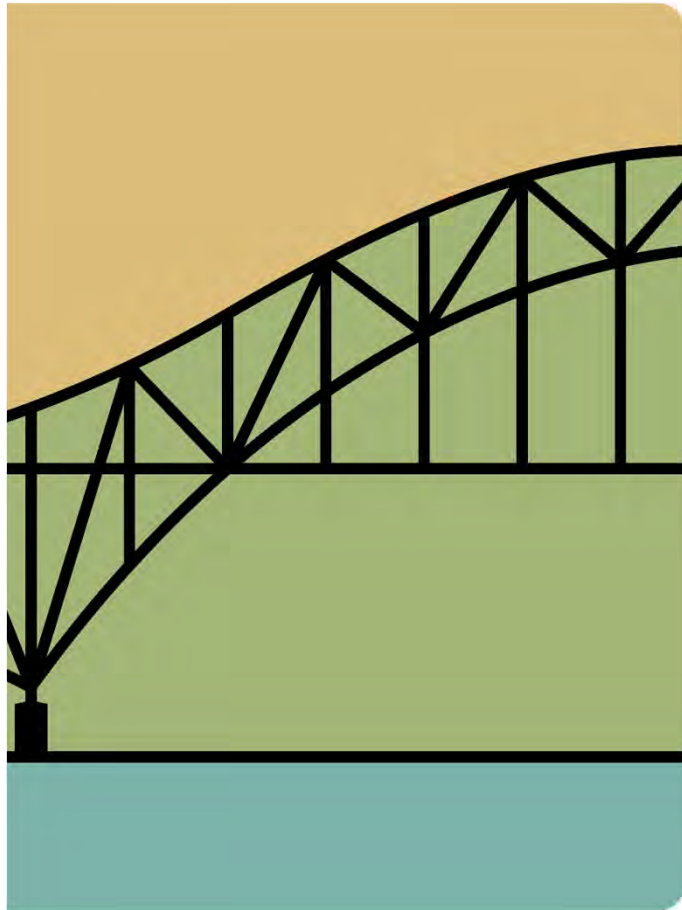
Element	High Speed, Two Lane SR 28	High Speed, Four Lane SR 28	Intermediate Speed, Three Lane SR 28
Continuous routes between East Wenatchee and Rock Island	Loop Trail Rock Island Road bike lanes & sidewalks	Loop Trail Rock Island Road bike lanes & sidewalks	Loop Trail SR 28 shared use paths
Level of traffic stress (LTS) for continuous routes	Loop Trail: Pedestrian (PLTS) 2, Bicycle (BLTS) 1 RIR sidewalks: PLTS 3 RIR bicycle lanes: BLTS 3	Loop Trail: PLTS 2, BLTS 1 RIR sidewalks: PLTS 3 RIR bicycle lanes: BLTS 3	Loop Trail: PLTS 2, BLTS 1 SR 28 paths: PLTS 2, BLTS 1
SR 28 crossing opportunities; control devices	Each roundabout (except at Boat Launch intersection); consider RRFB or PHB treatments at roundabouts or elsewhere	Each roundabout (except at Boat Launch intersection); consider PHB treatment at roundabouts or elsewhere	Each roundabout; consider RRFB or PHB treatments at roundabouts or elsewhere
LTS for SR 28 crossings	Roundabouts: LTS 1 or 2 Rectangular Rapid Flashing Beacons (RRFBs): LTS 2 Pedestrian Hybrid Beacons (PHBs): LTS 1	Roundabouts: LTS 2 PHBs: LTS 1	Roundabouts: LTS 1 or 2 RRFBs: LTS 2 PHBs: LTS 1

Corridor Comparisons – Additional

Element	High Speed, Two Lane SR 28	High Speed, Four Lane SR 28	Intermediate Speed, Three Lane SR 28
Environmental impacts	Potential filling of some of Putters Lake and Hammond Lake east of Rock Island to facilitate roadway widening	Potential filling of some of Putters Lake and Hammond Lake east of Rock Island to facilitate roadway widening	Potential filling of some of Putters Lake and Hammond Lake east of Rock Island to facilitate roadway widening
Property impacts	At corners of roundabout intersections (nominal) For frontage roads in some locations (nominal) For Rock Island Road connection (significant) For Rock Island Road widening (significant)	At corners of roundabout intersections (nominal) For Rock Island Road connection (significant) For Rock Island Road widening (significant)	At corners of roundabout intersections (nominal) For Rock Island Road widening (significant)
Development opportunities	Adjacent to new frontage roads parallel to SR 28	At existing driveway and intersection connections to SR 28	At existing driveway and intersection connections to SR 28
Transit connections and routing	Link Transit could shift to connected RIR Sidewalks provided on RIR provide first/last mile connection; score at PLTS 3	Link Transit could shift to connected RIR Sidewalks provided on RIR provide first/last mile connection; Score at PLTS 3	Route to be maintained via RIR and SR 28 Sidewalks provided on RIR provide first/last mile connection; Score at PLTS 3

Concept Comparison Discussion





Next Steps

- Today is our last Stakeholder Advisory Group Meeting for Phase 1
- Consultant will make changes as requested by CDTC, taking into account what we heard today.
 - Feel free to share general information with others, however recognize it's all DRAFT at this point, and subject to change.
- Phase 2:
 - Market Analysis (Leland Consulting)
 - Opinions of cost for 4 Lanes to Quincy
- Draft Report distributed after Phase 2 work is complete (2022)
 - SAG members will have opportunity to comment
- Presentation to CDTC Board

TAZ	2020 Jobs	2045 Jobs	2020 Housing Units	2045 Housing Units	Projected New Jobs	Projected Housing Unit Growth
607	43	135	37	107	92	70
608	51	212	0	0	161	0