

# Appendix A

Study Advisory Committee (SAC), Link Transit and Chelan PUD Meeting Notes





STUDY ADVISORY COMMITTEE MEETING #1 NOTES

DATE: June 6, 2023

TIME: 10:00 am

LOCATION: MS Teams

INVITEES/ATTENDEES:					
Jeff Wilkins (CDTC)	✓	Eric Pierson (Chelan Co.)	✓	Mark Brower (KPFF)	✓
Riley Shewak (CDTC)	✓	Aaron Simmons (Douglas Co.)	✓	Aaron Olson (KPFF)	✓
Chad Daggett (CDTC)		Garren Melton (E. Wenatchee)	✓	Katie Herold (KPFF)	✓
		Emma Honeycutt (Wenatchee)	✓	Bill White (Ardurra)	✓
		Charity Duffy (Rock Island)	✓	Shane Slate (Ardurra)	✓
		Shaun Darveshi (WSDOT)	✓	Sean Messner (CivTech)	✓
		Jennifer Lange (Douglas Co.)	✓	Clint Wilson (S&W)	

Meeting presentation materials are provided as Attachment A.

1. Introductions

a. SAC Roles and Responsibilities

- i. Jeff noted that the limited public engagement for this early effort is purposeful, but also flexible. Let him know if additional effort is desired.

2. Background

a. Project Background

- i. Riley added – post Confluence Parkway, the region needs to determine what is next? The RTP will define our regional priorities, performance requirements which will guide development of future capital investments (major needs). Similar to the SR 28 Study, this study will provide high-level analyses to support decisions in the RTP update.
- ii. Eric noted - on the overall study map, the Malaga crossing will likely be south of the Rock Island Dam to tie into SR 28.

b. Feasibility Study Objectives

3. Process

a. Process Overview

- i. Jeff appreciated the fact that we are communicating that this study is deliberately not providing recommendations of a preferred solution.
- ii. Jeff suggested that we might change the wording in our process diagram from “Cost Estimates” to something that indicates the conceptual, planning-level nature. It will be important to clearly portray the high-level nature of this Study and its components.

- 1. Eric suggested “Opinions of Cost”. “Rough Order of Magnitude”, Planning-Level Costs” are other options.

b. Study Advisory Committee Meetings



## STUDY ADVISORY COMMITTEE MEETING #1 NOTES

- i. *Mark highlighted the five purposeful SAC meetings. If unable to make a meeting, please advise and we can send materials, and still need your input.*
- c. Overall Project Schedule
  - i. *Mark highlighted the critical path schedule. The project is anticipated to be 12 months.*

### 4. Initial Analyses and Feedback

*The team presented early initial observations of key Issues and Opportunities for each of the three crossings:*

- a. 1. Downtown Connection
  - i. *Shane noted that from an environmental standpoint, this location is highly developed and impacts to the built environment will be substantial. All options will have impacts to varying degrees on ESA salmonid species and migratory species. There are park properties along the waterfront. The WIZAARD database suggests that there is a high potential for cultural resources along the river throughout the study area.*
  - ii. *Katie echoed the built environment impacts that are likely in defining alignment links from Wenatchee to E. Wenatchee. She noted the railroad corridor in Wenatchee with at-grade crossings that will need to be addressed. Connections to primarily local connectors and minor roadways may require additional improvements.*
  - iii. *Sean added that some benefits of this connection may be alleviation of congestion for Sellar Bridge, and providing another crossing for emergency services.*
  - iv. *Jeff noted that the genesis of this connection is to simply address short trips between communities. No direct connections with SR 28 are envisioned. From a multi-modal standpoint, he added that a transit only connection may also be contemplated.*
  - v. *Eric added that Wenatchee is looking to extend the non-motorized facilities south from the existing crossing. We need to coordinate with future network plans.*
- b. 2. SR 285 Expansion
  - i. *Katie noted that while there is additional WSDOT right-of-way in this option, there will still likely need to be acquisition in places.*
  - ii. *Sean noted that adding capacity to the existing corridor doesn't require major shifts in driver behaviors.*
  - iii. *Eric asked how grandiose are we talking here? Jeff noted that this high-level study could look at parallel structures, accommodating each way of the couplet. This option would be supporting the highway capacity challenges identified in the SR 28 study.*
  - iv. *Jennifer noted that we seem to have a different "Why?" for each crossing location option. Jeff noted that the early nature of the study allow for us to simply identify impacts/benefits for each option, without establishing a problem to be solved. The solutions will identify new opportunities as well. Solving mobility problems is a goal. Once the RTP determines priorities, we can refer back to outcomes to understand which solutions may benefit the problems the community wishes to resolve.*



## STUDY ADVISORY COMMITTEE MEETING #1 NOTES

### c. 3. Malaga Industrial Area Crossing

- i. *Shane noted that this area is relatively undeveloped. Opportunities for archaeological resources is high. Habitat for other migratory species is better.*
  1. *The PUD has habitat management plans for this area that we should endeavor to review.*
- ii. *Jennifer noted the trade-offs of providing access to the industrial developments in Malaga. Perhaps commuters may bypass Rock Island/E. Wenatchee, which could be an economic impact. She noted this seems to be focused on specific commuters and asked where are the commuters coming from/going to?*
  1. *Jeff noted that the development is linked to the development near Pangborn Airport and that some of the traffic is business to business traffic between these similar developments.*
  2. *Eric asked if it may relieve congestion on the east side of George Sellar Bridge?*
  3. *Eric noted that there is additional development in E. Wenatchee that needs to feed into the model.*
  4. *Emma asked if this crossing was contemplated in the SR 28 Study? Jeff noted that this wasn't considered. If this analysis identifies something that impacts the results of the SR 28 study, we can revisit if needed then.*
  5. *Jennifer noted there could be benefits in locating the crossing upstream of the dam, near Batterman Road at Rock Island. This may be a good 4<sup>th</sup> crossing option.*

### 5. Next Steps

- a. *Mark noted that the consultant team will continue pulling together baseline conditions information to bring to the SAC in our next meeting. We will also be workshopping a potential 4<sup>th</sup> location to add to the mix, so please be thinking about additional locations to consider for that discussion.*



**STUDY ADVISORY COMMITTEE MEETING #2 NOTES**

**DATE:** August 2, 2023

**TIME:** 10:30 am

**LOCATION:** WSDOT North Central Region  
Blewitt Pass Conference Room

INVITEES/ATTENDEES:					
Jeff Wilkins (CDTC)	✓	Eric Pierson (Chelan Co.)	✓	Mark Brower (KPFF)	✓
Riley Shewak (CDTC)	✓	Aaron Simmons (Douglas Co.)	✓	Aaron Olson (KPFF)	
Chad Daggett (CDTC)		Garren Melton (E. Wenatchee)	✓	Katie Herold (KPFF)	✓
		Emma Honeycutt (Wenatchee)	✓	Caitlin Trimble (Ardurra)	✓
		Charity Duffy (Rock Island)		Shane Slate (Ardurra)	✓
		Shaun Darveshi (WSDOT)	✓	Sean Messner (CivTech)	✓
				Clint Wilson (S&W)	✓

Meeting presentation materials are provided as Attachment A.

**1. Welcome (5 min)**

a. Introductions

i. Jeff welcomed the group and thanked them for an in-person meeting. Self-introductions were made by attendees.

b. Safety Briefing

i. A quick brief on safety procedures while in the WSDOT office.

**2. Meeting #1 Recap (5 min)**

a. Background

i. Mark reminded the group about the purpose of the study and refreshed on the three crossing locations that will be studied.

ii. Jeff noted that the Downtown Connection crossing location is envisioned as a local arterial connection, and not a highway connection.

b. Process and Schedule

i. Mark refreshed the group on the overall process and timeline.

c. Study Advisory Committee Meetings

i. Mark noted we will be back in front of the group next with a review and recommendations for a fourth crossing location in the September timeline.

**3. Feedback: Baseline Conditions Summary (40 min)**

a. Transportation/Traffic

i. Sean briefed the group on the traffic baseline conditions (existing and 2050 planning horizon). No big surprises. The Odabashian Bridge and Sellar bridge experience significant growth between now and 2050. The Sellar bridge becomes capacity constrained by 2050.



## STUDY ADVISORY COMMITTEE MEETING #2 NOTES

1. *Eric asked if Mission Ridge growth is included in the model – it may push 285 to capacity earlier than planned. Southbound turns off the bridge will certainly be higher. The Mission Ridge development traffic study is complete.*
  2. *The Microsoft development is included in the model.*
  - ii. *Katie briefed the team on the bike network planning, which is fairly established around the river, and now expanding out into the neighborhoods.*
  - iii. *Katie noted that the crossings are critical to transit as well, with many of the routes connecting to Columbia Station in Wenatchee. The Sellar bridge carries five routes, with lots of trips during peak hours.*
- b. Bridge Structural
- i. *Mark reported that KPFF structural engineers have reviewed the Sellar Bridge for feasibility to widen it. It may be infeasible to widen the bridge due to significant modifications needed to the steel superstructure and concrete substructure. Costs would likely be prohibitive and require full bridge closure. Further, the bridge is listed on the National Register of Historic Places, which would require modifications to meet the Secretary of the Interior standards.*
  - ii. *A parallel structure will be considered for the SR 285 Expansion crossing location option.*
- c. Environmental
- i. *Shane discussed the key environmental resources of concern for each of the three crossing location options:*
    1. ***Downtown Connection:*** *Migratory birds, salmonids are the habitats/species. We need to be aware of the Downtown Wenatchee Historic District. The built-out urban environment will be susceptible to impacts. Sensitive lands include Riverfront Park, Walla Walla Point Park, Apple Capital Loop Trail, Hale Park.*
    2. ***SR 285 Expansion:*** *Migratory birds, salmonids are the habitats/species. We need to be aware of the historic listing of the Sellar Bridge. The built-out urban environment will be susceptible to impacts. Sensitive lands include Apple Capital Loop Trail, Hale Park.*
    3. ***Malaga Industrial Area:*** *Migratory birds, salmonids are the habitats/species. Shrubsteppe habitat. We need to be aware of the historic listing of the Rock Island Dam, and the potential for significant archaeological historic properties.*
  - ii. *Shane briefed the team on the NEPA/SEPA and local permitting requirements and triggers.*
- d. Geotechnical
- i. *Clint discussed the geologic makeup of the area, primarily consisting of gravels from the historic floods, as well as alluvial fan and landside deposits. Basalt is present around the Rock Island Dam.*
  - ii. *Notable geotechnical hazards include historic landslide areas and we should be aware of erosion from flash flooding on major drainages.*
  - iii. *Bridge substructures will likely require deep foundations, including drilled shafts to get into competent surface materials. Spread footings at abutments if shallow bedrock is present.*



## STUDY ADVISORY COMMITTEE MEETING #2 NOTES

### e. Real Property

#### i. Caitlin reviewed key property types and land uses to consider at each of the potential crossing locations:

1. **Downtown Connection:** *Much of the public lands are parks and/or public pathway near the water. Also public utilities (treatment plants), etc. BNSF railroad has limited existing crossings in Wenatchee. Industrial/Commercial properties are largely present on both sides of the river.*
2. **SR 285 Expansion:** *Existing WSDOT ROW near the interchange with SR 28 and the bridge location is available. High-cost commercial properties (E. Wenatchee) or public parks (Wenatchee) surround the right of way.*
3. **Malaga Industrial Area:** *PUD and Federal property associated with the power generation at Rock Island Dam is prominent. Large industrial properties.*

### 4. Workshop: Additional Crossing Location(s) (40 min)

#### a. The group discussed potential 4<sup>th</sup> crossing locations:

- i. *The consultant team suggested that a Malaga/Nile Ave. Connection is interesting from a traffic standpoint as it connects Malaga to Nile Ave, which is a current/planned north-south arterial through East Wenatchee with access to the airport.*
  1. *The direct connection at this location is problematic due to residential development on the North side of the river, and wetlands on the south side of the river. So the team added a 2<sup>nd</sup> location to the east that connects near the Rock Island Road/SR 28 intersection.*
    - a. *The 2<sup>nd</sup> location may tie in with a planned connection of Rock Island Road, which would parallel SR 28.*
  2. *Displacing all or portion of the residential development (a mobile home community) would be a significant challenge, requiring other options to be fully explored and discarded.*
  3. *It was suggested to look at crossing between the residential developments on SR 28.*
  4. *It was noted that tight curvature and steep roadway grades currently prevent trucks from using Nile Ave.*
- ii. *A Rock-Island/Malaga location was suggested. Located somewhere close to the rail crossing and would link the Rock Island Community to the Malaga industrial development employment centers.*
  1. *A new Malaga area park is planned along the riverfront and the limits need to be determined and considered.*
- iii. *The consultant team will review these two options and provide recommendations to CDTC and the SAC on a preferred location to study further.*
- iv. *It was also decided that the Downtown Connection crossing location area could be expanded north as it makes sense for feasible crossings, recognizing the intent to connect the commercial centers.*





**STUDY ADVISORY COMMITTEE MEETING #2 NOTES**

- v. *The SR 285 Expansion area will be expanded to the north and south of the existing crossing as needed to determine feasible parallel crossing locations and SR 285 / SR 28 connections.
  - 1. *A location from 3<sup>rd</sup> (E. Wenatchee) to near the City of Wenatchee's maintenance yard may be a feasible option for a parallel crossing.**
- vi. *The group resolved that the Downtown Connection and SR 285 Expansion options each have unique purposes (local arterial connection vs. highway connection). Locations for each will consider the same general study area, but a solution for each purpose will be developed and evaluated.*

**5. Next Steps**

- a. *The Consultant team will review the two 4<sup>th</sup> crossing location ideas discussed in the meeting and conduct a virtual SAC meeting in September to provide recommendations for a single 4<sup>th</sup> crossing alternative.*



**STUDY ADVISORY COMMITTEE MEETING #3 NOTES**

**DATE:** September 20, 2023

**TIME:** 1:30 pm

**LOCATION:** MS Teams (Virtual)

INVITEES/ATTENDEES:					
Jeff Wilkins (CDTC)	✓	Eric Pierson (Chelan Co.)	✓	Mark Brower (KPFF)	✓
Riley Shewak (CDTC)	✓	Aaron Simmons (Douglas Co.)		Aaron Olson (KPFF)	✓
Chad Daggett (CDTC)		Garren Melton (E. Wenatchee)	✓	Katie Herold (KPFF)	✓
		Emma Honeycutt (Wenatchee)	✓	Caitlin Trimble (Ardurra)	✓
		Charity Duffy (Rock Island)	✓	Shane Slate (Ardurra)	✓
		Shaun Darveshi (WSDOT)	✓	Sean Messner (CivTech)	✓
				Clint Wilson (S&W)	✓
				Bill White (Ardurra)	✓

Meeting presentation materials are provided as Attachment A.

**1. Welcome (2 min)**

**2. Meeting #2 Recap (10 min)**

Mark reviewed the project process, Advisory Committee Meetings and schedule.

- a. Process and Schedule
- b. Study Advisory Committee Meetings
- c. Baseline Conditions Summary
  - i. No review of the Baseline Conditions Summary was provided, since it was covered in depth last meeting and comments were provided to incorporate by the SAC.

**3. Feedback: 4th Crossing Location Options (40 min)**

- a. Wenatchee Ave / 3<sup>rd</sup> St SE
  - i. Eric noted that this option fits better in the Downtown Connection or SR 285 Expansion categories. CDTC/Consultant team had come to that conclusion too, so it is covered in the Downtown Connection portion of the Representative Alignments discussion.
  - ii. Eric noted in our overview graphic that the planned Malaga Park is located further east than is depicted.
- b. Malaga-Alcoa Highway / S. Kentucky Ave
  - i. The Consultant team reviewed this option from multiple perspectives.
  - ii. This option has traffic benefits that compare to the S. Nile/Perry Option.
    - 1. Rock Island Road in its current form may not be beneficial to connect to.
    - 2. Lots of potential impacts to sensitive and park lands.
- c. Malaga-Alcoa Highway / S. Nile/Perry Ave
  - i. The Consultant team reviewed this option from multiple perspectives.
    - 1. This option is favored of the two 'Mid-Valley' connections.
    - 2. The Consultant team reviewed this option from multiple perspectives.



### STUDY ADVISORY COMMITTEE MEETING #3 NOTES

3. *Lots of current and planned development on Nile Avenue Corridor that this would support. Should alleviate some of the traffic on Grant Road. Also should help SR 28 traffic volumes to the west.*
  4. *We haven't discussed with LINK Transit yet, but anticipate it could be a beneficial connection.*
  5. *The group supported a realigned connection to Nile Avenue up the hill to benefit mobility to all types of traffic.*
  6. *Jeff asked if we are really avoiding an EJ issue by moving the alignment to Perry and 'missing' the mobile homes? Shane thinks so. There are still traffic, noise, view corridor impacts that will require EJ review, but we have avoided other direct impacts.*
  7. *Eric noted the Parcel on W. Malaga Rd is private. He is not aware of planned development. Many of the trees have been removed from the orchard.*
- d. Malaga-Alcoa Highway / Rock Island
- i. *CDTC/Consultant Team evaluated this location along with the other Malaga Industrial Area crossing locations in the Representative Alignments discussion.*
- e. *It was resolved to move forward with the Malaga-Alcoa Highway / S. Perry Ave connection with the extension and realignment to W. Nile Ave.*

#### 4. Feedback: Representative Alignments (35 min)

- a. Downtown Connection
  - i. Downtown Arterial Bridge – Connection Analysis
    1. *Riley walked the group through the connection model analysis.*
      - a. *No real benefit to connecting bridge west of BNSF tracks in Wenatchee, nor east of SR 28 in East Wenatchee. We can limit impacts and costs significantly by not having to do extra grade separated crossings.*
      - b. *Generally, Worthen St. has capacity to accommodate the new traffic, with exception of where the width narrows near the water treatment plant.*
      - c. *How was RR track blockage accounted for? Riley noted that the model includes some delay, but this is something that would need to be investigated further down the line.*
      - d. *Emma noted that Wenatchee intersections fail prior to v/c ratio limits are hit.*
      - e. *BNSF does not appreciate the Orondo at-grade crossing. Adding traffic to this may be a challenge.*
      - f. *Riley added that the new arterial bridge is at capacity with the model runs, with no significant reduction in traffic on the other bridges, indicating potential latent demand.*
  - ii. Spokane St at Wenatchee Ave / Valley Mall Parkway
    1. Thurston St / Valley Mall Parkway



### STUDY ADVISORY COMMITTEE MEETING #3 NOTES

- iii. *Garren noted that the option connecting to 13<sup>th</sup> NE is not great on E. Wenatchee side. 13<sup>th</sup> NE is substandard, not supportive of this type and volume of traffic.*
- iv. *Group discussed Spokane St / Valley Mall Parkway Option*
  - 1. *Garren likes this option best of those shown. Connection may be viewed as an extension of Valley Mall Parkway and as a side benefit may open up economic development on this part of the Parkway.*
  - 2. *Connecting to Worthen St vs. flying over the RR yard to Wenatchee Avenue was discussed.*
    - a. *Are the significant costs and impacts of flying over worth the benefit?*
    - b. *Emma noted that the Go WA building is on the historic register. She noted stress of an overcrossing at this location would add stress to pedestrians near the transit hub.*
    - c. *The Thurston/Worthen tie-in location would leverage the existing RR undercrossing. Is this undercrossing and street sized to handle this traffic?*
- b. *SR 285 Expansion*
  - i. *Couplet vs. Two-Way Parallel Crossing Analysis*
    - 1. *Riley's analysis showed that a one-way couplet, with eastbound traffic on the new bridge appears to have the fewest impacts and unknowns and performs well.*
      - a. *Two-way bridge south of the Sellar bridge has poor westbound utilization due to lack of network connectivity. A new flyover connection to the existing network may mitigate this.*
      - b. *While a couplet performs better, there may be more impact on the existing local road networks required due to higher directional volumes.*
      - c. *Emma noted that redundancy of a two-way structure should be considered, in case one structure is unavailable for use.*
  - ii. *Parallel Bridge Couplet – Marr St / Grant Rd*
    - 1. *The group discussed this option.*
      - a. *Riley noted he had ramps making the connections to SR 28, similar to the current north/southbound connections.*
      - b. *Katie noted that we can review all of the connections should we move this forward. Keeping access to Fred Meyer and Hobby Lobby will be key constraints to consider.*
      - c. *Eric noted that another signal on Mission St at Marr will require eastbound users to go through an additional signal.*
- c. *Malaga Industrial Area*
  - i. *Malaga-Alcoa Hwy / SR 28 at Rock Island*
    - 1. *Mark quickly briefed this option. Team feels it best meets the function of economic development for the Malaga Industrial Area. The challenges are the significant*



**STUDY ADVISORY COMMITTEE MEETING #3 NOTES**

*grades on both sides of the river, combined with lots of overhead power facilities and the train crossing.*

ii. Colockum Rd / SR 28 at Sunrise Ct

1. *Mark quickly briefed this option. South of the dam, the depth to the river is much greater. The crossing will require very tall piers and/or a unique structure.*

**5. Due to time constraints, CDTC will try to convene the TAC on 9/21 to finish our discussions of these representative alignments.**

**6. Next Steps (3 min)**



STUDY ADVISORY COMMITTEE MEETING #3 NOTES

DATE: September 21, 2023

TIME: 3:00 pm

LOCATION: MS Teams (Virtual)

INVITEES/ATTENDEES:					
Jeff Wilkins (CDTC)	✓	Eric Pierson (Chelan Co.)	✓	Mark Brower (KPFF)	✓
Riley Shewak (CDTC)	✓	Aaron Simmons (Douglas Co.)		Aaron Olson (KPFF)	
Chad Daggett (CDTC)		Garren Melton (E. Wenatchee)		Katie Herold (KPFF)	✓
		Emma Honeycutt (Wenatchee)	✓	Caitlin Trimble (Ardurra)	
		Charity Duffy (Rock Island)	✓	Shane Slate (Ardurra)	✓
		Shaun Darveshi (WSDOT)		Sean Messner (CivTech)	✓
		Jennifer Lange (Douglas Co.)	✓	Clint Wilson (S&W)	
				Bill White (Ardurra)	

***This meeting was convened to continue the conversation and affirm a 4<sup>th</sup> crossing location and representative alignments for the other three crossing locations.***

Meeting presentation materials are provided as Attachment A.

**1. Feedback: 4th Crossing Location Options**

a. Malaga-Alcoa Highway / S. Nile/Perry Ave

- i. The group confirmed that this is an appropriate crossing location to analyze in the study.*
- ii. Jennifer noted that the County is interested in improving the Nile Ave corridor to address the tight curves and grades that prohibit trucks. There may be challenges with the canal crossing and property owners.*

**2. Feedback: Representative Alignments**

a. Downtown Connection

- i. After discussion, the group confirmed that a crossing at Spokane St (touching down west of the tracks at Wenatchee Ave) to Valley Mall Parkway is an appropriate representative alignment to analyze in the study.*
  - 1. Riley reiterated that the traffic model does not show benefit to connecting west of the Railroad Tracks on Wenatchee Avenue to justify the significant additional cost to fly over the railyard.*
  - 2. Eric and others expressed concern that Worthen Ave and Thurston St would need to be improved to accommodate the additional traffic. A grade separated crossing may be better accepted by the Board.*
  - 3. Jeff offered that this connection should be viewed as an all-day convenience connection and not just focused on handling peak traffic. It is not envisioned as a high-speed, high-volume corridor especially when connecting the two downtown districts. Pedestrian and bicycle accommodation are envisioned on this crossing.*
  - 4. Emma reiterated her concern about pedestrian traffic near Columbia Station and introducing more vehicular traffic on these streets.*

b. SR 285 Expansion



**STUDY ADVISORY COMMITTEE MEETING #3 NOTES**

***i. After discussion, the group confirmed that a parallel bridge alignment south of Sellar bridge, acting as the eastbound portion of a one-way couplet (Sellar would be westbound) is an appropriate representative alignment to analyze in the study.***

- 1. A parallel structure relatively close to the Sellar bridge would be most cost-effective from a bridge structure standpoint. The crossing is shortest distance at this location and may leverage existing right-of-way to the extent possible.*
- 2. A couplet option with a parallel bridge to the north of Sellar did not perform as well from a traffic model standpoint.*
- 3. One-way couplet options will likely require improvements to the connecting network to be able to handle the additional directional volumes.*

c. Malaga Industrial Area

***i. Malaga-Alcoa Hwy / SR 28 at Rock Island***

***1. After discussion, the group confirmed that the alignment that ties into SR28 near Garden Ave is an appropriate representative alignment to analyze in the study.***

- a. The redevelopment of the mill site was discussed. The alignment splits a portion of the site, so providing some sort of ramp access is preferable, if possible.*
- b. Charity will provide the sub-area EIS to the consultant team for reference.*
- c. A roundabout is being contemplated for Rock Island Dr and SR 28.*
- d. Katie noted that this is showing an at-grade crossing of the RR due to the close proximity of the RR to SR 28. The group noted that the RR may want another at-grade crossing removed to incorporate one here. May choose to route RR over the roadway at this location too. Not a deal killer for this alignment at this point.*
- e. There are lots of power lines to negotiate with an alignment. The BPA our Douglas County PUD has been installing more lines in this area currently.*
- f. Eric noted that excavation work on the west portion of this alignment is likely in a 'hot' zone for archaeological artifacts. Again, not a deal killer, just slows down excavation and process.*

**STUDY ADVISORY COMMITTEE MEETING #4 NOTES****DATE:** November 7, 2023**TIME:** 1:30 pm**LOCATION:** MS Teams (Virtual)

INVITEES/ATTENDEES:					
Jeff Wilkins (CDTC)	✓	Eric Pierson (Chelan Co.)	✓	Mark Brower (KPFF)	✓
Riley Shewak (CDTC)	✓	Aaron Simmons (Douglas Co.)	✓	Aaron Olson (KPFF)	
Chad Daggett (CDTC)		Garren Melton (E. Wenatchee)	✓	Katie Herold (KPFF)	✓
		Emma Honeycutt (Wenatchee)	✓	Caitlin Trimble (Ardurra)	✓
		Charity Duffy (Rock Island)	✓	Shane Slate (Ardurra)	✓
		Shaun Darveshi (WSDOT)		Sean Messner (CivTech)	✓
				Clint Wilson (S&W)	✓

Meeting presentation materials are provided as Attachment A.

**1. Welcome (2 min)****2. Meeting #3 Recap (10 min)**

- a. Process and Schedule
- b. Study Advisory Committee Meetings
- c. Representative Alignments

**3. Feedback: Representative Alignment Concepts (60 min)****a. Downtown Connection**

*i. Katie reviewed the concept plan and section. Key input from the Committee and team included:*

- 1. Show a connection or provide a note that vehicular access may be provided to the midblock alley on Spokane St between Wenatchee Ave and Columbia St*
- 2. The crossing does encourage additional trips across the river, but not a significant number of new trips.*
- 3. Additional traffic on Spokane Street may necessitate traffic signal modifications at Mission St, intersection improvements at Chelan Ave and signal phasing/timing improvements on Wenatchee Ave.*
- 4. In East Wenatchee, signal timing adjustments may be required on Valley Mall Parkway at 9<sup>th</sup> St. A slip lane for northbound SR28 to eastbound 5<sup>th</sup> St may be beneficial.*

**b. SR285 Expansion**

*i. Katie reviewed the concept plan and section. Key input from the Committee and team included:*

- 1. The exhibit shows the SR28 bypass along Fred Meyer eliminated. Eric noted that this is a redundant route, but helps keep SR28 and Grant Ave intersection from blowing up. He noted that this may come up in future conversations with the CDTC Board.*
- 2. Emma asked about the ramps to Wenatchee Ave. Sean noted that double lanes on these ramps may be needed to ease traffic from the additional bridge capacity provided. Sean noted that signal improvements and lane allocations along both*





**STUDY ADVISORY COMMITTEE MEETING #4 NOTES**

*Mission St and Wenatchee Ave will be needed to accommodate traffic, but it may be accomplished without widening.*

3. *Emma noted that SR28 bisects Wenatchee, and she was hoping to be able to get rid of the slip ramp onto westbound Wenatchee Ave and provide more of a complete street, including bike lanes and reducing vehicular lanes. The group agreed that the analysis provided at this time is informative and appropriate for this study and that if this location is considered in future planning, there will need to be detailed planning and analyses in this area.*
4. *The team will clearly document assumptions and what is included in terms of potentially beneficial or needed improvements to support the crossing.*

c. Mid-Valley Crossing

i. *Katie reviewed the concept plan and section. Key input from the Committee and team included:*

1. *Show a connection or note indicating future active transportation connection to a future trail along the north side of the Malaga-Alcoa Highway*

d. Malaga Industrial Area

i. *Katie reviewed the concept plan and section. Key input from the Committee and team included:*

1. *Show a connection or provide a note indicating future connection to the Rock Island Port redevelopment property. Access is feasible between the railroad crossing and bridge over the river.*
2. *Show a connection or note indicating future active transportation connection to a future trail along the SR 28 south right-of-way.*
3. *Show a connection or note indicating future active transportation connection to a future trail along the north side of the Malaga-Alcoa Highway*

**4. Feedback: Evaluation Framework (15 min)**

- a. *Mark noted that the evaluation framework will not provide a direct comparison between each crossing location, primarily due to the unique function/value proposition of each crossing location, as well as the very high-level nature of the study.*
- b. *The team presented the four primary evaluation lenses that will be analyzed:*
  - i. *Traffic Operations (including freight, public transportation, and active transportation)*
  - ii. *Capital & Life-Cycle Costs*
  - iii. *Environmental*
  - iv. *Property and Land Use*

**5. Next Steps (3 min)**

- a. *The next and final SAC meeting is anticipated after the new year to review the draft evaluation memorandum and provide suggested input to wrap up the study.*



STUDY ADVISORY COMMITTEE MEETING #5 NOTES

DATE: January 11, 2024

TIME: 3:00 pm

LOCATION: MS Teams (Virtual)

INVITEES/ATTENDEES:					
Jeff Wilkins (CDTC)	✓	Eric Pierson (Chelan Co.)		Mark Brower (KPFF)	✓
Riley Shewak (CDTC)	✓	Aaron Simmons (Douglas Co.)	✓	Aaron Olson (KPFF)	✓
Chad Daggett (CDTC)		Jennifer Lange (Douglas Co)	✓	Katie Herold (KPFF)	✓
Daniel Turner (WSDOT)	✓	Garren Melton (E. Wenatchee)	✓	Caitlin Trimble (Ardurra)	✓
Shaun Darveshi (WSDOT)		Emma Honeycutt (Wenatchee)	✓	Shane Slate (Ardurra)	✓
Charity Duffy (Rock Island)	✓	Cristina Barone (Link Transit)	✓	Sean Messner (CivTech)	✓
				Clint Wilson (S&W)	✓

The presentation materials are provided as Attachment A.

1. Welcome (2 min)

2. Meeting #4 Recap (10 min)

a. Process and Schedule

i. Mark briefly reviewed the remaining process and timeline. Following this meeting the team will be finalizing the evaluation documentation and developing the overall Feasibility Study Report. The study will present final findings to the CDTC Board of Directors at the March meeting.

b. Study Advisory Committee Meetings

i. This is the final planned SAC meeting. The team thanked committee members for their commitment and invaluable inputs throughout.

3. Feedback: DRAFT Evaluation of Representative Alignments (75 min)

Mark reminded the committee that the purpose of the evaluation is to identify and report unique impacts and benefits of each crossing location, and not to compare or make recommendations.

Riley noted that for today’s discussion we would appreciate the committee letting us know if there is anything significant missing from the draft evaluation of the alignments.

a. Downtown Connection

i. Mark noted that we recently learned that Chelan PUD is in the process of expanding their waterfront substation in Wenatchee, which will be a significant impact to the feasibility of a crossing in this location.

1. The plan for the project is to acknowledge this significant hurdle, but not to revisit other alignments. Many of the downtown alignment options previously reviewed have significant challenges.

2. Jeff asked if we should raise the white flag on the downtown connection due to the challenges?

a. Emma suggested we not kill any locations due to the high-level work done in this study.



## STUDY ADVISORY COMMITTEE MEETING #5 NOTES

- ii. Sean reviewed Traffic Operations results. Compared to the baseline traffic, a bridge in this location may shift 1,400 peak hour trips from Sellar Bridge. Minor shifting of traffic on the west and east ends of the bridge is expected. Freight is expected to continue to use Sellar. Traffic enhancements, including new signals/roundabout, timing enhancements, and signal/roundabout modifications would be needed in Wenatchee and East Wenatchee to manage the additional traffic in this location.
  - iii. Katie reported this location is great for transit, primarily due to proximity to Columbia Station. Some transit routes would benefit from using the new bridge, as opposed to Sellar. Nonmotorized users would benefit from this additional crossing, although it would not tie directly into Apple Capital Loop trail due to grade challenges.
  - iv. Katie reported the planning-level cost range for this location (\$2024): \$156-\$272 million. This number includes the traffic enhancements needed to manage traffic. Also includes construction, professional services, and right-of-way.
  - v. Aaron discussed qualitatively the factors that influence life cycle costs. Bridges and structures are primary drivers of O&M costs. So more structures means higher life-cycle costs. Different structure types and materials also influence the life-cycle costs.
  - vi. Shane noted in the built environment, resource impacts at this location would be to natural resources (the River itself) and cultural/historical resources (historic district, Apple Capital Loop Trail).
  - vii. Shane noted that a NEPA Environmental Assessment should be expected and identified the key resource studies expected.
  - viii. Caitlin noted that this option does not have significant permanent impacts on properties, despite the dense environment.
- b. SR285 Expansion
- i. Sean reviewed Traffic Operations results. Compared to the baseline traffic, a bridge in this location may shift 3,400 eastbound peak hour trips from Sellar Bridge. Shifting of traffic on the west and east ends of the bridge is expected. There is expected to be additional WB traffic due to the added capacity. Freight will benefit from improved travel times. Traffic enhancements, including new signals, signal timing modifications, ITS connections for signal coordination, and re-striping for traffic allocation will be needed in Wenatchee and East Wenatchee to manage the additional traffic in this location.
  - ii. Katie reported transit benefits from reduced congestion and improved travel times. Elimination of the SR 28 ramp between Fred Meyer and the River will have impacts to the existing transit facilities there. All nonmotorized connections are maintained, with the multi-use path on the existing Sellar bridge providing the crossing.
  - iii. Katie reported the planning-level cost range for this location (\$2024): \$182-\$318 million. This number includes the traffic enhancements needed to manage traffic. Also includes construction, professional services, and right-of-way.
  - iv. Shane noted in the built environment, resource impacts at this location would be to natural resources (the River itself) and cultural/historical resources (existing Sellar Bridge, Apple Capital Loop Trail, Mission St Park, Train Park).



**STUDY ADVISORY COMMITTEE MEETING #5 NOTES**

- v. *Shane noted that a NEPA Environmental Assessment should be expected and identified the key resource studies expected.*
- vi. *Caitlin noted that this option does impact several private properties and businesses, especially in Wenatchee.*
- vii. *Jeff suggested that we should indicate both the number of peak-hour trips and ADT in the analysis documentation for all the locations.*
- viii. *Jennifer reinforced her earlier comments that the one-way couplet scenario makes for challenges in case one of the structures is not usable.*

c. **Mid-Valley Crossing**

- i. *Sean reviewed Traffic Operations results. Compared to the baseline traffic, a bridge in this location may shift 580 peak hour trips from Sellar Bridge. Minor shifting of traffic on the north and south of the bridge is expected. A slight reduction in SR 28 traffic between the bridge and Sellar Bridge is expected. This location provides a more direct route to/from freight generators in S. Wenatchee and Malaga. Regional freight trips will likely continue to use Sellar. Traffic enhancements, including new signals/roundabouts on both ends of the bridge and potential turn pockets on Malaga-Alcoa Hwy are anticipated to manage additional traffic in this location.*
- ii. *Katie reported transit may benefit from intersection modifications from Rock Island Road to SR 28. A bridge in this location would open new opportunities to serve both sides of the River. A multi-use path on the bridge would tie in to planned extension of regional trail facilities on both sides of the River, and tie to Hydro Park to the planned Malaga Waterfront Park.*
- iii. *Katie reported the planning-level cost range for this location (\$2024): \$186-\$326 million. This number includes the traffic enhancements needed to manage traffic. Also includes construction, professional services, and right-of-way. This cost does not include the arterial extension of Perry Ave to Nile Ave.*
  - 1. *Jeff asked if structure cost would be significantly impacted if it didn't include the multi-use path. Aaron noted that cost assumptions are based on square feet of new bridge needed, so savings could be significant.*
- iv. *Mark noted that Chelan PUD reported remnants of a Tribal Village near the Stemilt Creek confluence with the Columbia River.*
- v. *Shane noted in the built environment, resource impacts at this location would be to natural resources (the River itself and riparian areas, as well as wetlands) and cultural/historical resources (significant tribal historic properties, Apple Capital Loop Trail, Hydro Park).*
- vi. *Shane noted that a NEPA Environmental Assessment should be expected and identified the key resource studies expected.*
- vii. *Caitlin noted that this option impacts one residential property significantly.*
- viii. *Garren asked if the Mid-Valley and Malaga Industrial Area options are fatally flawed due to the high cost to benefit ratios as compared to the others?*
  - 1. *Jeff noted that this is certainly part of a discussion that will be had should the Board choose to move forward with a new bridge crossing in the future. The community*



**STUDY ADVISORY COMMITTEE MEETING #5 NOTES**

*(and jurisdictions) will determine evaluation criteria at that time and evaluate importance of key criteria such as economic development vs congestion relief.*

d. Malaga Industrial Area

- i. Sean reviewed Traffic Operations results. Compared to the baseline traffic, a bridge in this location may shift 300 peak hour trips from Sellar Bridge. Minor shifting of traffic on the north and south of the bridge is expected. A slight reduction in SR 28 traffic between the bridge and Sellar Bridge is expected. This location provides a more direct route to/from freight generators in Malaga. Regional freight trips will likely continue to use Sellar. Traffic enhancements, including new roundabouts on both ends of the bridge and potential turn pockets on Malaga-Alcoa Hwy are anticipated to manage additional traffic in this location.
- ii. Katie reported transit service doesn't exist today in this area. Opportunity to expand service if there is demand. A multi-use path on the bridge could tie into planned facilities on SR 28 near Rock Island and could encourage further development of a path on the Malaga side.
- iii. Katie reported the planning-level cost range for this location (\$2024): \$116-\$203 million. This number includes the traffic enhancements needed to manage traffic. Also includes construction, professional services, and right-of-way.
- iv. Shane noted in the built environment, resource impacts at this location would be to natural resources (the River itself and riparian areas, Stubsteppe Habitat, and the biodiversity corridor on the hills and bluffs for large animals) and cultural/historical resources (significant tribal historic properties).
- v. Shane noted that a NEPA Environmental Assessment should be expected and identified the key resource studies expected.
- vi. Caitlin noted that this option impacts currently under- or non-utilized properties.

**4. Next Steps (3 min)**

*Following this meeting the team will be finalizing the evaluation documentation and developing the overall Feasibility Study Report. The study will present final findings to the CDTC Board of Directors at the March meeting.*

*Jeff expressed his opinion that this study has provided a great amount of information at the right level to inform next conversations.*



LINK Transit Coordination Meeting Notes

DATE: November 20, 2023

TIME: 10:00 am

LOCATION: MS Teams

INVITEES/ATTENDEES:					
Jeff Wilkins (CDTC)	✓	Mark Brower (KPFF)	✓	Nick Covey (LINK Transit)	✓
Riley Shewak (CDTC)	✓	Katie Herold (KPFF)	✓	Cristina Barone (LINK Transit)	✓
		Sean Messner (CivTech)	✓		

1. Feasibility Study Background

- a. Jeff, Riley and Mark provided the high-level purpose of the study.
  - i. High-level study, meant to inform future conversations about regional priorities during the CDTC Regional Transportation Plan update
  - ii. Study is investigating four crossing locations, each with their own unique purpose/value proposition
    - 1. Downtown Connection – local street connection of the two downtowns
    - 2. SR 285 Expansion – providing capacity improvements for the state route
    - 3. Mid-Valley Crossing – connecting key arterials in Malaga and East Wenatchee to support commercial and residential growth
    - 4. Malaga Industrial Area Crossing – supports industrial growth occurring in Malaga

2. Feedback: Representative Alignment Concepts

- a. Representative Alignments and Concepts have been developed, one for each of the crossing locations
- b. LINK Transit weighed in on how each of the representative alignments may benefit current or planned transit service:
  - i. Downtown Connection
    - 1. Like a bridge in this area – close to Columbia Station.
    - 2. Would likely move some of the routes off Sellar Bridge to avoid the congestion.
    - 3. Would likely access the bridge via a left turn from Southbound Wenatchee Ave. Could transit signal priority be an option for this movement?
    - 4. LINK estimates around 8 or so buses use Sellar Bridge during the peak hour currently.
    - 5. LINK is revisiting E. Wenatchee service soon and may include route to the airport. Service frequency may be improved.
  - ii. SR 285 Expansion
    - 1. Eliminating the Eastbound to Southbound SR 28 movement around Fred Meyer will cause issues with current routing. There is a pull out stop in the FM parking lot that multiple routes serve.
    - 2. LINK, like general purpose traffic, experiences significant delay during peak hours at the intersection of Wenatchee Ave /SR 28.
    - 3. LINK has no signal priority currently. TSP or transit only lanes would be beneficial to keep transit reliable.
  - iii. Mid-Valley Crossing
    - 1. LINK uses Rock Island Road with a left turn to SR 28 currently. A roundabout in this location would be beneficial and LINK could re-think routing in this area, including routing to Rock Island vis SR 28.
  - iv. Malaga Industrial Area Crossing



**LINK Transit Coordination Meeting Notes**

1. *LINK asked if the Malaga Highway can handle the additional traffic? Sean noted that there may need to be turn lanes added at some intersections, but capacity wise, it is sufficient.*
  2. *Jeff asked if LINK is considering service to data centers in Malaga? Cristina noted it depends on the number of employees, shift timing, etc. At this time they are thinking that Vanpool may be a better solution for commuters.*
- v. *Jeff invited Christina to attend the next Study Advisory Committee Meeting.*



**Chelan PUD Coordination Meeting Notes**

**DATE:** December 19, 2023

**TIME:** 3:30 pm

**LOCATION:** MS Teams

INVITEES/ATTENDEES:					
Jeff Wilkins (CDTC)	✓	Mark Brower (KPFF)	✓	Justin Erickson (PUD)	✓
Riley Shewak (CDTC)	✓	Katie Herold (KPFF)	✓	Brett Bickford (PUD)	✓

**1. Feasibility Study Background**

- a. Mark provided the high-level purpose of the study.
  - i. High-level study, meant to inform future conversations about regional priorities during the CDTC Regional Transportation Plan update
  - ii. Study is investigating four crossing locations, each with their own unique purpose/value proposition
    - 1. Downtown Connection – local street connection of the two downtowns
    - 2. SR 285 Expansion – providing capacity improvements for the state route
    - 3. Mid-Valley Crossing – connecting key arterials in Malaga and East Wenatchee to support commercial and residential growth
    - 4. Malaga Industrial Area Crossing – supports industrial growth occurring in Malaga

**2. Feedback: Representative Alignment Concepts**

- a. Representative Alignments and Concepts have been developed, one for each of the crossing locations
- b. PUD offered comments on each of the crossing locations:
  - i. Downtown Connection
    - 1. PUD is planning on expanding their shoreline power substation. It also has contaminated soils. This will be a significant constraint to this concept.
  - ii. SR 285 Expansion
    - 1. PUD does not have any facilities of concern in this area.
  - iii. Mid-Valley Crossing
    - 1. PUD was investigating erosion at the Stemilt Creek confluence with the Columbia River and found remnants from a native village.
    - 2. Brett questioned whether roundabouts would be detrimental for truck movements. Mark noted that the roundabouts would be sized to accommodate truck turning.
    - 3. Brett questioned whether environmental justice issues are really mitigated with the current location, based on noise, visual impacts, etc. Jeff noted that if this location is studied further in the future, all of this will be investigated, but we don't see it as a fatal flaw currently.
    - 4. Brett noted that there is cabling being installed in the river associated with the new data center facilities. Some near Hydro Park.
  - iv. Malaga Industrial Area Crossing
    - 1. Brett suggested that south of the Dam should be considered as it avoids upstream hazards and conflicts with PUD operations and transmission infrastructure.
      - a. Mark noted that this was looked at, but the crossing would require a costly bridge structure to try to span the deep gorge, or otherwise provide very tall and expensive piers.