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**WENATCHEE VALLEY
TRANSPORTATION COUNCIL**

PRESS RELEASE

Regional Freight Study open for Public Review & Comment

June 30-July 21, 2014

Friday June 27, 2014—The Wenatchee Valley Transportation Council seeks public comment on the “Wenatchee Valley Urbanized Area Freight Study”. The objective of the plan is to provide a blueprint for the efficient and safe movement of freight through the greater Wenatchee, East Wenatchee and Rock Island urban areas.

Comments are due by July 21, 2014 and may be submitted in writing to the Wenatchee Valley Transportation Council; 1350 McKittrick ST. Suite B, Wenatchee WA 98001, or be sent via email to info@wvtc.org. The plan may be viewed online at www.wvtc.org, printed copies will be provided upon special request and translation is available upon request. Questions about the plan can be answered by WVTC staff by calling 663-9059 or visiting the WVTC office during regular business hours.

The WVTC Governing Board will consider all comments and vote on final adoption at the August 14 board meeting, at the Confluence Technology Center, starting at 9:00 am.

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COMMENT 1:

Re: Press Release - Comment Period on Regional Freight Study
From: Hickenbottom Charles hickenbottom.c@flymail.net
Sent: Wed 7/2/2014 4:09 PM
To: Kathy Bruno <kbruno@wvtc.org>

Please send this on to the logical recipients.

Thanks,
Charlie

As a former school bus driver traveling residential and arterial streets in Seattle I am very familiar with the challenges that drivers of large vehicles have in negotiating urban traffic, particularly with making turns on and off of arterial roads. I commend WVTC for completing the freight study and planning for improvements which will help freight move smoothly.

The plan incorporates the concept that freight movement must be incorporated among other uses of public corridors. Compromises must be made, given that funds are limited and roadways are used by motorized vehicles, bicycles, and pedestrians. Incorporated in the plan were references to bicycle and pedestrian use of roadways that are also used to move freight. I wish to reinforce that notion that multiple uses of our public corridors include bicycle and pedestrian use, and that those uses are considered and accommodated when planning for freight movement.

Charles Hickenbottom
Greater Wenatchee Bicycle Advisory Board

KATHY BRUNO RESPONSE:

RE: Press Release - Comment Period on Regional Freight Study
Sent: Wed 7/2/2014 4:12 PM
To: 'Hickenbottom Charles' hickenbottom.c@flymail.net

Thank you Charlie - I have passed your comment on to the consultant and Jeff.

COMMENT 2:

Wenatchee Valley Urbanized Area Freight Study

From: Eric Nelson <eric@wenymca.org>

Sent: Thu 7/3/2014 2:22 PM

To: Kathy Bruno <kbruno@wvta.org>

Per your request in the June 29, 2014 edition of the Wenatchee World, I am submitting the following comments on the Wenatchee Valley Urbanized Area Freight Study. I am not an expert in traffic planning. I do not pretend to understand all of the factors that have gone in to the Study. And, I am not in a position to recommend specific changes. However, I would like to share some information and concerns based on my work at the Wenatchee Valley YMCA for the last twenty years. Hopefully, my comments will be useful as you continue the development of your plan.

- The YMCA has been located on the corner of Chelan and Orondo Avenues in downtown Wenatchee for more than 100 years. The YMCA developed and maintains a 39 space parking lot on the southwest corner of Orondo Avenue and Mission Street. The YMCA property abuts the entire south side of Orondo Avenue from Chelan Avenue to Mission Street.
- On most weekdays, between 800 and 1000 people visit the YMCA. These visitors include employees, senior citizens, adults, families, unaccompanied minors, and individuals with physical challenges. Visitors travel to and from the YMCA in a variety of ways: As pedestrians from area businesses and children from nearby schools; as passengers on Link Plus busses, as drivers and/or passengers in private vehicles (many of which use on street parking and may need to cross street(s) to access the YMCA); as passengers on a Wenatchee School District Bus; as passengers on one of three YMCA busses (one 66 passenger bus and two 20 passenger busses); and as bicyclists.
- The intersection of Orondo and Chelan Avenue was identified as being one of the more dangerous intersections in Wenatchee during "red light camera" studies a few years ago. The relatively high volume of pedestrian traffic and the use of free right turns from eastbound Orondo Avenue onto Chelan Avenue has contributed to a number of close calls for pedestrians. The anticipated increases in bicycle and truck traffic on Orondo Avenue would seem to increase the potential for accidents involving pedestrians, bicycles, and vehicles.
- Parking on the south side of Orondo is used by Link Plus, YMCA Busses, senior citizens, people with physical challenges and parents picking up children from after school

programs, day camps, and the youth and teen drop in center. Getting out of these spaces into traffic is difficult at certain times of day. The reduction in lanes will likely make this more difficult and could back up traffic on to Chelan Avenue. Diagonal parking, especially on a downhill slope, would likely make this even more problematic.

- During certain times of the day, eastbound traffic on Orondo Avenue waiting to turn left onto Mission backs up all the way to Chelan Avenue. A left hand turn signal could ease some of this problem for current traffic levels, but the elimination of a lane and additional truck traffic could make this situation worse.
- During winter months, snow is currently plowed to the center of Orondo Avenue. If this practice continues under the proposed plan, left hand turn lanes might not be usable. If the snow is plowed to the sides of the street, parallel or diagonal parking on a sloped street could be more difficult.
- Northbound trucks on Mission will need to occupy the left lane to turn left onto Orondo Avenue. This could make egress from the YMCA and Police Station Parking Lots onto Mission more difficult. This may also slow police emergency response times.
- Orondo Avenue provides line of sight access to Pybus Market. Increased truck traffic and decreased lanes on Orondo Avenue may limit both line of sight and access to Pybus Market.

Thank you for considering my comments. Please let me know if I can be of further assistance.

Eric W. Nelson
Executive Director
WENATCHEE VALLEY YMCA
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JEFF WILKENS RESPONSE:

On Mon, Jul 7, 2014 at 2:36 PM, Jeff Wilkens <jwilkens@wvvc.org> wrote:

Eric,

Thank you for your comments and observations regarding the draft freight plan. I'm starting with a general response for context, and then will try to provide details related to

some of your specific comments. Orondo was definitely one of the tricky streets in the balancing act of developing this plan. Because the city has elected to eliminate access for large trucks to/through the core of downtown along Wenatchee Avenue (which is currently about half of the total north-south truck movement through the city), all of the large trucks currently using Wenatchee Ave will shift to Chelan and Mission. This plan suggests directing the trucks to use 5th Street and Thurston Street for truck access to Waterfront industrial sites. Orondo's role for trucks is primarily delivery access to downtown businesses to and from Chelan and Mission streets. Other than those delivery trucks that currently come into downtown along Wenatchee Avenue and will have to shift to Mission or Chelan, we don't anticipate a significant increase in the number of trucks using Orondo Street.

In parallel to this freight study, the city has been working with the same traffic engineering consultant to evaluate changing the traffic signal coordination system throughout downtown and the length of the couplet. Time will tell if the analysis is correct, but if the city chooses to make those changes it should reduce the E-W traffic problems on both Orondo and 5th Streets. The freight plan recommends that the city only consider making changes to the lanes and parking areas on Orondo for the benefit of trucks if those signal coordination changes work out well. If not, the plan recommends no change on Orondo or 5th.

We wanted to show a few versions of the 3-lane concept on Orondo for how the city could use the remaining road space for parking and/or improved bicycle lanes. Leaving the parallel parking as-is on the south side of Orondo is the best option for compatibility with bicycle lanes through downtown, but that still requires removing the parking altogether on the north side of the road. Parking could stay as-is on both sides of Orondo, but at the cost of not connecting the Cherry/Orondo bike lanes to Pybus or the loop trail. These will be difficult tradeoffs for the city staff and city council to consider. In theory, the YMCA is in a very good location for attracting more trips via bicycle – I'd value your perspective about that.

Your comment about the impacts of angle parking will be very helpful to the city staff faced with deciding if/when/what to implement from this plan. Likewise, you raise a good question about snow management. I'm not sure about how the city intends to deal with snow in the future with the possibility of these changes, so I will forward the question to city staff.

With regard to northbound trucks turning left from Mission onto Orondo and impacting your parking lot, my gut reaction is that very few trucks will make this turn that aren't already doing so, but that's something we didn't specifically think about and I'll need to take a closer look. We've sent your comments along to our consultant to review as well. Your comments along with this response will also be provided to our board of directors before they consider adopting the plan in August. Please don't hesitate to let me know if you have additional comments or questions.

Jeff

Jeff Wilkens, Executive Director
Wenatchee Valley Transportation Council
www.wvtc.org

COMMENT 3:

From: Ivanov, Barbara [<mailto:IvanovB@wsdot.wa.gov>]

Sent: Wednesday, July 30, 2014 1:11 PM

To: Jeff Wilkens; Sarles, Dan (NCR)

Subject: Wenatchee Valley Freight Study

Hi, Jeff and Dan.

I had the opportunity to read the new Wenatchee Valley Freight Study, and want to let you know that it's very good work.

Kudos to you and your team,

Barbara Ivanov

Director, Freight Systems Division

Washington State Department of Transportation (WSDOT)

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