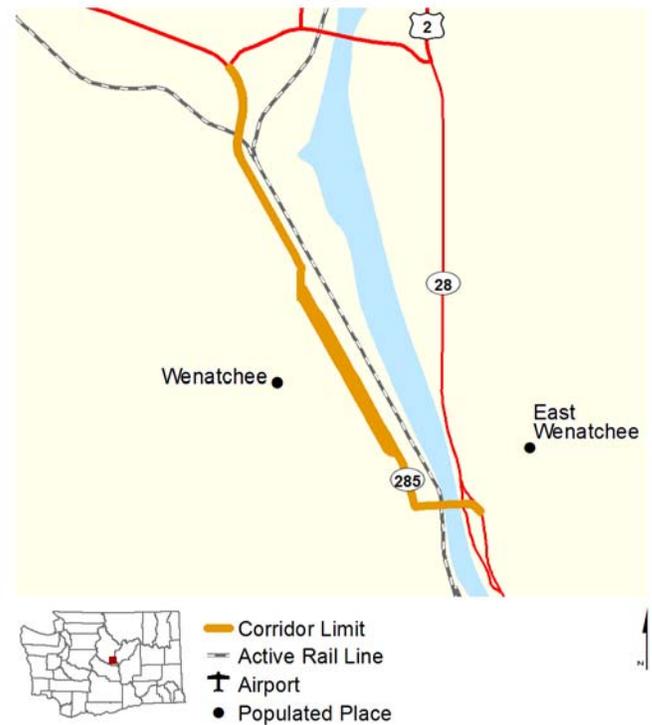


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User Guide for Corridor Sketch Summaries prior to using information on this corridor:

SR 285: SR 28 Jct to US 2 Jct

This five-mile long north-south corridor runs through Wenatchee between the State Route 28 junction and the US Route 2 junction. The corridor crosses the Columbia River using the Senator George Sellar Bridge at the south end, and the Wenatchee River in the north. This corridor is located in the Wenatchee Valley and follows the Columbia River shoreline. Most of the corridor is urban with primarily mixed commercial and residential uses along its length, as well as significant industrial areas. There is a small section of suburban-style residential land use at the north end of the corridor in the Sunnyslope area. Attractions near the corridor include the Apple Capitol Loop Trail, Riverside Park, Mission Ridge, Rocky Reach Dam, Peshastin Pinnacles State Park, and the Wenatchee National Forest. The BNSF Railway and the Port of Chelan County are also located near the corridor.



Current Function

SR 285 is a state highway serving the Wenatchee Valley in Douglas and Chelan counties. This corridor encompasses all of SR 285 and provides primary access into the city of Wenatchee. SR 285 also includes both vehicle river crossings into the city of Wenatchee, bridging the Columbia and Wenatchee Rivers. SR 285 is a principle corridor for the movement of goods and people regionally. In addition, the corridor provides direct local access to neighborhoods and businesses in east, west, and south Wenatchee, as well as the Port of Chelan, Pangborn Memorial Airport, and Amtrak intercity passenger rail station. Major traffic generators for the corridor include employment, commercial and industrial centers in Wenatchee and East Wenatchee. This corridor also sees significant tourists traffic as the main principal arterial in the city. SR 285 connects to US 97, US 2, and intersects with SR 28 as well. Link transit provides frequent bus service on the corridor and intercity passenger rail is accessible at the Wenatchee Amtrak Station adjacent to the corridor. Pedestrians and bicyclists are present on the corridor but accommodation needs to be improved.

Future Function

Based on the projected population, land use, and economic trends, the future function of this corridor is expected to remain the same.

Highlights and Performance

The configuration of SR 285 varies throughout the corridor. It is a four-lane, divided highway near the US 2 junction. At either end of downtown Wenatchee it is undivided and signalized usually with a center turn lane. Within downtown Wenatchee, SR 285 splits into a couplet configuration with two to three lanes in each direction. Traffic on this corridor is highest on the Senator George Sellar Bridge across the Columbia River and lowest at the north end of the northbound couplet in downtown.

What's working well?

- There are multiple fixed-route transit services and passenger rail available on the corridor.
- The corridor has an extensive sidewalk network available for pedestrian use.
- The southbound couplet operates well above expected levels of service.

What needs to change?

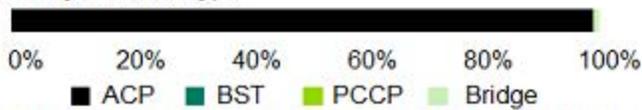
- Approximately 41% of the corridor experiences congestion on a regular basis.
- Roughly 14% of pavements on the corridor are in poor to very poor condition.
- Pedestrian, bicycle, and ADA facilities on the corridor are inadequate, impeding pedestrian mobility and economic vitality.
- Merging and turning conflicts are present throughout the corridor, notably at two-way left turn lanes.

WSDOT monitors the state system in ongoing efforts to track asset performance. For this corridor, WSDOT finds:

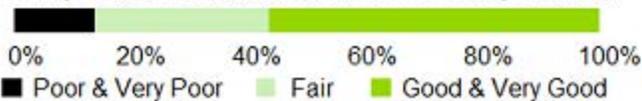
| High | Low | |
|--------------|--------|---|
| 53,693 | 12,527 | Annual Average Daily Traffic (AADT) |
| 4.3% | 2.8% | Bus/Truck Percent |
| 23.39 | | Number of Lane Miles |
| 26 | | # of Signalized/Stop Controlled Intersections |
| \$39,939,000 | | Corridor Investments (2005-2016) |

Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)

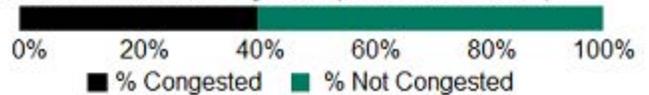


Corridor Bridge Preservation Needs



Mobility

Percent of Corridor Congested (Statewide Screen)



Environment

| | Protect | Restore/ Enhance/ Assess |
|------------------------------------|---|-------------------------------------|
| Fish Barriers | 100% Passable | 0% to Do |
| Noise Walls | 100% Built | 0% Proposed |
| Chronic Environmental Deficiencies | 0% Resolved | 0% Unresolved |
| Wildlife Connectivity | 0 Structures in Place | 0 High Priority Miles |
| Stormwater Treatment | 2 BMPs | Retrofit Prioritization in progress |
| Zero | % of Corridor with high potential for increased Climate Impacts | |
| None | Wetland Mitigation Locations | |
| 3 | Historical Bridges | |

1) 2015 data unless otherwise noted. 2) For more information see the User Guide for Corridor Sketch Summaries at <http://bit.ly/WSDOTcorridorsketch>

What we heard from our partners

WSDOT collected feedback from agency partners. Key themes included:

- All partners expressed concern over the safety of current sidewalks and pedestrian crossings configurations within the corridor.
- Regional fixed-route transit services would like to see more accommodations for their increasing operations on the corridor.
- A desire to decrease the impacts of frequent, smaller highway construction projects on the city's economic vitality.
- Partners would like to see more shared-use facilities along the corridor to increase cyclist mobility.
- An emphasis on the importance of corridor aesthetics to the downtown Wenatchee community.

Strategies

WSDOT identified the following strategies and associated actions to keep the corridor working well and address performance gaps. Regional partners collaborated on high-level mobility strategies. The identified strategies are not meant to be all-inclusive, nor an established list of priorities. Further evaluation is needed before any strategy can be recommended as a solution to address performance. Project funding decisions will take place at the programming phase, and are subject to statewide prioritization. For more strategy information, visit the Corridor Sketch Summary User Guide.

Policy Goals / Strategies Description and Near-Term Actions

Economic Vitality

| | |
|-------------------|---|
| Under Development | <i>WSDOT will continue to work with partners in developing strategies to address economic vitality.</i> |
|-------------------|---|

Environment

| | |
|----------------------|--|
| Protect and Maintain | <i>Protect and maintain existing assets that provide environmental function (these include WSDOT's mitigation sites, storm water systems, fish passable culverts).</i> |
|----------------------|--|

| | |
|--------------------|---|
| Enhance or Restore | <i>Enhance or restore natural areas and environmental functions associated with the multimodal transportation system.</i> |
|--------------------|---|

| | |
|-----------------------|--|
| Fish Barrier Retrofit | <i>WSDOT has prioritized the removal of state-owned culverts that block habitat for salmon and steelhead. See interactive map of uncorrected fish barriers at http://www.wsdot.wa.gov/Projects/FishPassage/default.htm.</i> |
|-----------------------|--|

Mobility

| | |
|------------|--|
| Multimodal | <i>WSDOT will continue to pursue multimodal strategies to address performance issues, improve connectivity and transportation options while also closing gaps in our non-motorized/active transportation system.</i> |
|------------|--|

| | |
|------------|---|
| Assessment | <i>Further information about the proposed strategies can be found attached at the end of this document.</i> |
|------------|---|

Preservation

| | |
|-------------|---|
| Maintenance | <i>Preservation will include strategic pavement maintenance as necessary to extend the life of the pavement and utility of the asset.</i> |
|-------------|---|

| | |
|-------------|--|
| Maintenance | <i>Based on expenditure history, it is expected that the top three activities will continue to be maintenance on snow and ice control, pavement repair, and ditches.</i> |
|-------------|--|

| | |
|----------|---|
| Pavement | <i>WSDOT will continue to make spot repairs in areas that make sense for preservation of the pavement surface, along with, all other components of the roadway prism.</i> |
|----------|---|

| | |
|----------|---|
| Pavement | <i>WSDOT has identified one Pavement action in the next six years encompassing 62% of the corridor.</i> |
|----------|---|

| | |
|------------|--|
| Structures | <i>WSDOT has identified one Structures action in the next six years encompassing 3% of the corridor.</i> |
|------------|--|

Safety

| | |
|------------|--|
| Investment | <i>WSDOT has identified one Safety Investment action in the next six years encompassing 50% of the corridor.</i> |
|------------|--|

Stewardship

| | |
|----------|---|
| Planning | <i>Under Practical Solutions, the Corridor Sketch Initiative identifies corridor performance, and assesses alternative strategies to improve the quality, effectiveness, and efficiency of the transportation system.</i> |
|----------|---|

This two-mile section of SR 285 serves as the only north-south route into Wenatchee, providing access to the city's central business district. This segment is adjacent to significant commercial and industrial development and also connects to multiple residential neighborhoods via local streets.

Congestion occurs on this segment during times of heavy commuter use particularly in the mornings and evenings. It also experiences seasonal peaks in traffic from tourist use.

Mobility Strategies: Operational Improvements

- Implement adaptive signal management to improve flow at signalized intersections.
- Implement access management to reduce turning conflicts through entire corridor.
- Add intersection channelization improvements to maximize intersection efficiency.
- Provide traveler information signs and information transportation systems to reduce delays.

Demand Management

- Improve access to biking, walking, ridesharing and transit use to reduce single occupant vehicle trips.
- Implement signal priority for transit and emergency vehicles to increase ridership.

Policy Change

- Update access management policies to resolve turning conflicts.

Further Study

- Further define multimodal design elements of Connecting Washington Projects on the corridor.
- Study options for reducing number of users on the segment.
- Identify and measure bottlenecks to develop possible mitigation strategies.
- Evaluate interactions with the local roadway network and develop options to improve traffic flow and reduce impacts on highway operations.
- Review level of service measures to support multimodal goals.
- Evaluate options for reducing demand during peak commute trip times.
- Study intersections to identify possible efficiencies or strategies to improve traffic flow and transit operations.

Corridor Segment Characteristics

- The average annual traffic on this segment was 38,000 vehicles in 2015. Freight accounted for 12% of traffic.
- Link Transit runs several bus routes through the corridor to the neighboring communities.
- SR 285 has five signalized intersections and one non-signalized intersection on this segment.

Contributing Factors

- Traffic demand exceeds capacity during times of heavy commuter and tourist use, resulting in delays.
- Lack of local network connections to help circulate traffic forces local trips onto the corridor.
- Limited lighting for pedestrian facilities discourages non-motorized trips, potentially increasing demand.
- Transit stops on corridor adding to congestion during peak use periods.
- Bicycle and pedestrian use can be heavy in the summer resulting in traffic conflicts and delays.
- The majority of freight traffic in the city uses this corridor, resulting in traffic conflicts and delays.



For more information

To find out more information about this corridor or how to get involved, please contact:

Nicholas Manzano

North Central Region Planning Office

Planning Manager

509-667-2905

ManzarN@wsdot.wa.gov

Washington State Department of Transportation's Corridor Sketch Initiative is a set of planning activities that engage our partners to define the context and performance information for all of the state's 304 highway corridors. The Corridor Sketch complements and supports regional planning processes in Washington. It is not intended to duplicate, substitute or compete with other planning efforts; nor is it intended to generate lists of projects.

Under 23 U.S. Code § 148 and 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

Americans with Disabilities Act (ADA) Information

Individuals requiring reasonable accommodations may request written materials in alternate formats, sign language interpreters, physical accessibility accommodations, or other reasonable accommodations by contacting the event sponsor (enter name of event sponsor and phone number), by (insert date-usually two weeks advance notice). Persons who are deaf or hard of hearing may contact the event sponsor through the Washington Relay Service at 7-1-1.

Title VI Statement to Public

It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin and sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For Title VI complaint forms and advice, please contact OEO's Title VI Coordinator at (360) 705-7098.

Información del Acta (ADA) de Estadounidense con Discapacidad

Este material se puede hacer disponible en un formato alternativo por correo electrónico al equipo de Asuntos de diversidad/ADA WSDOT en wsdotada@wsdot.wa.gov o llamando gratis, 855-362-4ADA (4232). Personas sordas o con problemas de audición pueden solicitar llamando el relé de estado de Washington al 711.

Notificación de Título VI al Público

Es la póliza de el Departamento de Transportación del Estado de Washington de asegurar que ninguna persona sea excluida de participación o sea negado los beneficios, o sea discriminado bajo cualquiera de sus programas y actividades financiado con fondos federales sobre la base de raza, color, origen nacional o sexo, como proveído por el Título VI de el Acto de Derechos Civiles de 1964. Cualquier persona que cree que sus protecciones de Título VI han sido violadas, puede hacer una queja con la Oficina de Igualdad de Oportunidades (OEO). Para información adicional con respecto a procedimientos de quejas de Título VI y/o información con respecto a nuestras obligaciones sin discriminación, por favor de comunicarse con le Coordinador de Título VI de la Oficina de Igualdad de Oportunidades (OEO) (360) 705-7082.