



Glossary

Alternatives Development Phase: In order to determine which alternatives would be the most appropriate for study in the Eastside Corridor EIS, the project team began a screening process with the alternatives development phase. This was the first phase of the process, and it involved rating each of the thirty-four alternatives with respect to specific criteria.

Citizens' Advisory Committee (CAC): The committee serves in an advisory role to the project team and meets prior to major project milestones to offer advice on significant decisions. It was assembled in order to ensure active and continuous public involvement throughout the life of this project. The members of the CAC represent a balanced mix of the broad range of viewpoints that exist in the community on the issues pertaining to the Eastside Corridor.

Concept Alignments: Alternative alignments that were evaluated in the first- and second-level screening process based on criteria. This term is interchangeable with alternative alignments.

Criteria: Alternative alignments are taken through a careful screening process that considers a variety of criteria, or factors—technical, environmental, and social in nature. Technical criteria address such issues as whether or not the concept will enhance safety and increase mobility on Sunset Highway, and whether or not the concept is constructible and able to meet engineering criteria. Environmental criteria seeks to address air quality, wetlands impacts, land use compatibility and whether or not the concept is likely to receive required permits, approvals, and funding. Social criteria take into consideration public support or opposition to a particular concept, in addition to a concept's affect on displacement of homes and businesses. These criteria were developed by roadway design engineers, traffic engineers and environmental planners, all of whom were informed by stakeholder and community input from the public meetings and open houses held in the spring.

Draft Environmental Impact Statement (DEIS): The Environmental Impact Statement will first be issued as a draft for public review and comment. Comments will be addressed in the final environmental impact statement.

DEIS Public Hearing: The meeting that will be held following the release of the draft EIS document. The hearing offers an additional opportunity for the public to comment on the alternatives and associated environmental impacts and to learn about the project's development, public involvement activities, proposed alternatives and next steps. Public comments gathered at the hearing will be addressed in the final EIS document.

Eastside Corridor: The Eastside Corridor is also known as Sunset Highway and is located on US Highway 2 and State Route 28, between Rocky Reach Dam and East Wenatchee. It is a two-lane highway with 12-foot lanes and 2-foot shoulders. It serves the urban area of East Wenatchee and intense agricultural and residential development north and east of the urban area. The highway is part of the National Highway System, serving as a corridor for freight and travel from Canada and areas of North Central Washington. The existing highway is inadequate to meet the current safety and traffic flow demands of the area.

Eastside Corridor Project Purpose: The purpose of the Eastside Corridor project is to identify a transportation alternative that will enhance safety and increase mobility including the movement of people, goods, and services on the Sunset Highway Corridor (SR28) in the East Wenatchee urban area from 9th Street to the Odabashian Bridge, meet the needs of the community, and comply with all Federal and State environmental laws.

Environmental Impact Statement (EIS): A detailed study which: describes the environment potentially impacted by a project, analyzes the significant environmental impacts of the proposed alternatives, identifies unavoidable adverse environmental impacts, if any occur, and finally recommends measures to minimize significant environmental impacts. Environmental Impact Statements are first prepared as a Draft Environmental Impact Statement (DEIS) and then published as a Final Environmental Impact Statement (FEIS) after addressing public comments.

Federal Highway Administration (FHWA): A part of the United States Department of Transportation headquartered in Washington, D.C., with field offices across the United States. Its role is to set overall policy and provide program direction to the agency.

Growth Management Act (GMA): A law passed by the state of Washington in the 1990's, which gives local cities and counties experiencing rapid population growth the tools to better manage the development that accompanies rapid population growth. The GMA requires the development of a comprehensive plan, which identified what the expected needs of the city, county, and the Regional Transportation Planning Organization (RTPO) would be in the years of 2001 and 2010.

Interdisciplinary Team (IDT): An advisory group composed of people with training or skills in the natural and social sciences, engineering, and environmental design arts. The team normally consists of a nucleus of people who may use other support experts. The interdisciplinary approach is used in the planning and design of transportation facilities by the WSDOT.

Introductory Open House: An Open House was held on Wednesday, March 21, 2001 to introduce the Eastside Corridor project to the public and to solicit their comments. The event was open to the general public and approximately eighty-five people attended.

Lower Bench: This route starts at the SR-2/SR-28 intersection, shares the alignment of Union Avenue west of the Airport, and meets the existing Sunset Highway north of Hurst Landing. The alternative proposed to have managed access control (access only at key intersections) for those areas not traversing existing residential zones, with two lanes in each direction. The lower bench alternative received public opposition with little support. Because of the overall lower scoring of the lower bench alternatives and the predominant opposition by the public to the lower bench alternative the project team recommended that this alignment not be considered for further evaluation in the EIS. It was dropped from further consideration during the second-level screening process.

Metropolitan Planning Organization (MPO): MPO's are required by federal law to be formed for areas with populations in excess of 50,000 people. An MPO is currently being assembled for the Wenatchee Valley in anticipation of the federal criteria being met based on the most recent census. The MPO will develop a comprehensive long-range transportation plan, which supports the mobility needs and economic development of the greater Wenatchee area community.

National Environmental Policy Act (NEPA): This is an Act to establish a national policy for the environment, to provide for the establishment of a Council on Environmental Quality, and for other purposes. The purposes of this Act are: To declare a national policy which will encourage productive and enjoyable harmony between man and his environment; to promote efforts which will prevent or eliminate damage to the environment and biosphere and stimulate the health and welfare of man; to enrich the understanding of the ecological systems and natural resources important to the Nation; and to establish a Council on Environmental Quality. This is a requirement that projects with federal funding must follow and it identifies how the environment is impacted. Fulfilling the requirements of the NEPA or SEPA process is the first step of the project.

No-build Alternative: NEPA and SEPA require the inclusion of the “no-build alternative” in all environmental impact statements. The no-build alternative provides a baseline for comparison of the build alternatives with respect to a specific project or proposed improvement. Contrary to its name, the no-build alternative includes all programmed improvements in a project area not specifically included as part of the project or proposal.

One-way couplet with Sunset Highway and Cascade Avenue (previous EIS Route 3): As one of the four alternative alignments carried forward for a detailed analyses in the EIS, this route would consist of a pair of three lane, one way streets; Sunset Highway as the one way northbound route and Cascade as the southbound route. Cascade Avenue would be extended at the south end to connect with the existing Sunset Highway in the area between 13th Street and 15th Street. Sunset Highway would be widened to the east between the connection point with Cascade Avenue and 9th Street. This route would have access at all intersections and access to existing properties along Sunset Highway and Cascade Avenue would remain. This alternative will also be analyzed to ensure connectivity between the one-way streets.

Open House on EIS Alternatives: On Thursday August 16, 2001, over one hundred people attended an Open House to review the alternatives proposed for detailed study in the Draft Environmental Impact Statement. The event was open to the general public. The purpose of the Open House was to present the final four alternative alignments that will be carried forward to the EIS for a detailed analysis.

Origin/Destination Study: The origin and destination of vehicles traveling through a particular region over a specific span of time. This study was completed in order to better understand the traffic needs of the Greater Wenatchee area. The study is comprised of three components, a mail survey, harvest survey, and license plate survey. Traffic counts and land use information will be added to the origin/destination study data to develop a computerized model that will test the alignment alternatives being developed to find a solution to the safety and congestion issues in the Eastside Corridor.

Preferred Alternative: The end result of the EIS process is the identification of one alternative alignment that complies with all Federal and State environmental laws and addresses the purpose and need of the project. This alternative is the preferred alternative

Project Team: This group includes the engineers, technicians, and managers developing the studies and engineering analysis to complete the Environmental Impact Statement (EIS) and the preliminary engineering.

Regional Transportation Planning Organization (RTPO): This organization established fundamental criteria in 1998, which identified necessary infrastructure in the years of 2001 and 2010.

Scoping Process: The goal of the scoping process is to identify areas of concern, opportunities and stakeholder interests, and information that will guide the development of the draft EIS. Scoping is a formal information exchange that is a required element for any project requiring an EIS.

Scoping Meeting: The purpose of a scoping meeting is to identify environmental issues for further study in the EIS. On Thursday June 28, 2001, over one hundred people attended the Scoping Meeting on Alternatives. At the scoping meeting, the screening process was reviewed as was the criteria used to evaluate the 34 alignments proposed at the Introductory Open House and Stakeholder Workshop. The event was open to the general public.

Screening Process: In order to determine which alternatives would be the most appropriate for study in the Eastside Corridor EIS, the project team began a screening process. The process involved rating each of the thirty-four alternatives with respect to specific criteria. The criteria included transportation service improvements, safety, anticipated engineering and regulatory feasibility, as well as minimizing residential and business displacement. Sixteen alternatives were deemed viable after this first round of screening. The project team next evaluated the sixteen alignments against more detailed criteria. The second round of evaluation and screening was an iterative process. After input from the public and the interdisciplinary team, four alternative routes emerged for detailed analysis and study in the environmental impact statement.

Speakers Bureau: In order to reach community organizations and agencies, presentations on the project are prepared to share information with interested parties through the use of existing community meetings. Presentations were brought to regularly scheduled community and business organization meetings by WSDOT staff and members of the consultant team to present information at project milestones.

Stakeholder: For the Eastside Corridor project, a stakeholder includes anyone who has fiscally contributed to the project, including any person who pays taxes. Key stakeholders were identified in the beginning of the project and include people who are: business owners, residents, orchardists, state and federal agencies, members of tribes and organizations.

Stakeholder Interview: In an effort to find a widely supported solution to enhance safety and increase mobility in East Wena tchee, the project team sought the opinion of key stakeholders who represent constituencies that will be affected by the project. Fifteen key stakeholders were selected from lists of interested parties and interviewed.

Stakeholder Workshop: Approximately forty stakeholders (residents, property owners, orchardists, citizen groups, local government agencies, tribes, and business owners) attended a daylong workshop to help identify potential solutions to the safety and mobility issues in the Eastside Corridor.

State Environmental Policy Act (SEPA): The State Environmental Policy Act is intended to provide information to agencies, applicants, and the public to encourage the development of environmentally sound proposals. The environmental review process involves the identification and evaluation of probable environmental impacts, and the development of mitigation measures that will reduce adverse environmental impacts. This environmental information, along with other

considerations, is used by agency decision-makers to decide whether to approve a proposal, approve it with conditions, or deny the proposal. SEPA applies to actions made at all levels of government within Washington State. SEPA is a requirement that projects with state funding most follow and it identifies how the environment is impacted. Fulfilling the requirements of the NEPA or SEPA process is the first step of the project.

Technical Discipline Study Reports: Prepared in several disciplines, as outlined in the Environmental Protection Agency's process for preparing Environmental Impact Statements, to inform the evaluation and analysis of the four Eastside Corridor alternatives. The following is a list of some of the technical discipline topics:

- Air Quality
- Economics
- Endangered Species
- Energy
- Environmental Justice
- Farmlands
- Fisheries
- Hazardous Materials
- Historical/Cultural
- Land Use
- Noise
- Public Services
- Recreation

Upper Bench Route: During the screening, the upper bench alternatives did not score well enough to be carried forward mainly due to the lack of mobility improvement these alternatives would provide along the existing Sunset Highway.

Wenatchee Area Transportation Study (WATS): As a means to identify current and future transportation needs of the area this study was developed by the WSDOT. In 1997 the study was revised to update the needs of the area.

Western Route: One of four alignments that have been carried forward for detailed analyses to the EIS, this alignment would be located west of the existing Sunset Highway, maximizing the use of the existing state highway land while remaining beyond 300 feet of the ordinary high water mark of the Columbia River where possible. The southern end would tie into the existing Sunset Highway in the vicinity of 15th Street. Sunset Highway would be widened to five lanes from the vicinity of 15th Street to 9th Street. Widening would occur to the east of the existing highway between 15th Street and 9th Street. This alignment was selected on the basis that it falls outside of the 300-foot zone of the ordinary high water mark of the Columbia River and thereby complies with the provisions of the Endangered Species Act. (ESA). The southern portion of this route would follow the existing highway alignment, which falls within the 200-foot shoreline management act jurisdictional zone.

Widening of Sunset Highway to Five Lanes and Widening of Cascade Avenue to Three Lanes: This alternative alignment is one of four alternative alignments carried forward for detailed analyses to the EIS. For this alignment, Cascade Avenue would be widened to three lanes from 19th Street and a to-be-determined point at the north end and extended from 19th Street to a connection with Sunset Highway in the area between 13th Street and 15th Street. Sunset Highway would be widened to five lanes between the SR-2/SR-28/SR-97 intersection and 9th Street. The

widening of Sunset Highway would be designed to minimize impacts to the existing residences and businesses located along the highway. The widening of Sunset Highway would be to the east of the existing highway where the current roadway is within 200 feet of the ordinary high water mark of the Columbia. Sunset Highway would have access at all intersections and retain existing access to residences and businesses where possible. Cascade Avenue would have access at all intersections and would retain access to existing properties (including homes and orchards) along Cascade Avenue.

Widening Sunset Highway to Five Lanes and the Extension of Eastmont Avenue from Approximately Valley View Drive to the SR-2/SR-28/SR-97 Intersection: As one of four of the alignments that has been carried forward for detailed analyses, this route would extend Eastmont Avenue from Valley View Drive, which is proposed to be widened by the City/County to three lanes, to the SR2/SR28/SR97 intersection. Sunset Highway would be widened to five lanes between the Odabashian Bridge and 9th Street. The widening of Sunset Highway would be designed to minimize impacts to the residences and businesses located along the existing highway. Sunset Highway would be widened to the east of the existing alignment in the area where the existing highway is within the 200-foot shoreline management jurisdiction zone. Sunset Highway would have access at all intersections and maintain existing access to residences and businesses where possible. Eastmont Avenue would have access at selected intersections.