



Scoping Meeting– Concept Alignments Summary Report

Introduction

A Scoping Meeting was held for the Eastside Corridor project on Thursday June 28, 2001, from 5:00 – 8:00 p.m. in the Columbia Room of the Red Lion Hotel, located at 1225 North Wenatchee Avenue in Wenatchee, Washington. The Scoping Meeting was the third of five public involvement events to be held over the two-year course of the Eastside Corridor project. The purpose of the Eastside Corridor project, also known as the SR-28 Environmental Impact Statement Study, is to prepare an Environmental Impact Statement (EIS), a detailed study that examines the environmental impacts of the concept alternatives under consideration for enhancing safety and improving north-south traffic flow east of the Columbia River.

The purpose of the meeting was to identify areas of concern to be addressed in the EIS. The public was presented with information of the screening process, criteria, and the concept alignments under consideration and asked to comment on the information presented. The event was a public meeting attended by approximately 109 people.

A display ad was posted in the Wenatchee World Newspaper on June 13, 2001 inviting the public to attend the Scoping Meeting. A press release was distributed to local media outlets on June 22, 2001 that provided information on the development of the project, background information on the project and announced the June 28th open house. In addition, a postcard announcing the open house was mailed to approximately 12,000 residents and businesses in East Wenatchee. Postcards were mailed to all postal customers residing in the 98802 and 98850 zip codes, and arrived in mailboxes during the week of June 18, 2001.

Participants were asked to sign in upon their arrival. As residents entered the Columbia Room, they were given instructions on how to participate (please see Attachment A), comment form (Attachment B), and a copy of the first project newsletter (Attachment C). After signing in and receiving handouts, participants visited seven stations, each displaying information on a key component of the project:

- Station A: Background
- Station B: What We Heard
- Station C: Traffic Analysis
- Station D: Alternatives Development
- Station E: First-level Screening
- Station F: Second-level Screening
- Station G: Court Reporter

Participants had an opportunity to speak to members of the project team, to learn about the different components of the project, and also to express their thoughts, concerns, and opinions about the project. Participants' comments were recorded on the flip charts located at each station. Participants were also asked to respond to four questions via a written comment form or by speaking to the court reporter at the event. Comment forms were collected at the meeting, and could also be sent via mail, fax or e-mail.

All comments received from the public will be included in the project history and will be distributed to all project team members. These comments will be considered and will help guide the project's development. Following is a summary of public comment gathered from flip charts and written comment forms. Verbatim public comment can be found at the end of the document.

Summary of Public Comment

Common Themes

Station A: Background

An aerial photograph of the project area and a project overview board were displayed at Station A. Written comments largely focused on environmental concerns. The conservation of wildlife, aesthetic beauty, and natural landscape in the area were identified as high priorities. Some felt that listed species, such as bald eagles, common loons, peregrine falcons, salmon, and steelhead use this area and a 300-foot set-back is not sufficient to significantly reduce disturbance to wildlife. Others observed that areas containing natural elements should be protected, such as natural springs, located on the lower bench, and on 29th Street. Also noted was a required 12-inch water line and sewer upgrade on Sunset between 31st and Mc Elmurry. Another comment suggested that visual environmental impact should be evaluated. Many residents agreed that the Columbia River is one of the city's greatest attributes and should be preserved.

Participants in disagreement thought that the riverfront trail would be enhanced with a roadway, because it would provide access to the park for local residents and it could be appreciated visually from the roadway. Many citizens feel that a roadway near the river would not disturb the ecosystem.

Station B: What We Heard

Five displays outlined the results from the Stakeholder Workshop held on May 16, 2001. Participants who shared their thoughts were concerned that the community was not widely represented.

Station C: Traffic Analysis

Five boards were displayed at the traffic analysis station:

- Origin/destination study
- Mail survey
- Harvest survey
- License plate survey
- NEPA EIS process.

Participants provided feedback on the traffic analysis study. While the study demonstrated that a small percentage of Sunset Highway traffic is through-traffic, some participants insisted that the new route should accommodate all through-traffic in the Wenatchee area. A participant questioned whether many drivers use both bridges to bypass Wenatchee traffic. A number of comments suggested the origin/destination study be conducted more than three days per year from early evening to midnight. There was desire by the public to extend the study longer than one day. Participants generally agreed that the data on trip purposes was accurate. Many participants commented that the upper bench route would not reduce the amount of travel in the corridor.

One comment suggested conducting the license plate survey when the truck traffic was heaviest. All of the license plates were recorded and included in the summary statistics. One participant shared information demonstrating that approximately 25,000 acres of apples have been taken out of production over the past few years.

Station D: Alternatives Development

The public was provided with information on the original thirty-four concept alignments at this station. Comments were made on the screening process and criteria. Generally, the public was content with the

screening process and criteria that were chosen. Numerous participants made recommendations concerning the criteria.

One of the most highly recommended criteria was providing effective access points on the roadway. Comments were made regarding traffic congestion, limited access and effective access in residential areas. Minimizing neighborhood disruption is important to the community. Many participants believe that the project needs to provide a long-term solution. Evaluating the necessity of stoplights along major streets, such as 19th, 23rd, Hadley, 27th, 29th, and 32nd was another idea. The least amount of environmental impact and the most cost-effective solution to existing and future traffic congestion were recommended criteria.

Participants appreciated the screening process and felt that the number of concept alignments was sufficient. Some of the citizens were in agreement that the alignments appeared to be thoroughly researched and all of the issues were addressed. One observation was made that too much time was used on developing thirty-four concept alignments.

Station E: First-level Screening

Sixteen concept alignments were carried forward from the alternatives development phase into the first-level screening phase. The sixteen concept alignments are as follows:

- Western Route Freeway (close to existing Sunset Highway)
- Western Route Parkway (300 feet from OHWM)
- Lower bench (Previous EIS Route 5)
- Lower bench to Grant/Batterman
- Lower bench to Airport/Batterman
- Lower bench to Eastmont/4th
- Lower bench to 8th/Batterman
- Lower bench to Mary Avenue
- One-way Couplet: Sunset/Cascade (Previous EIS Route 3)
- One-way Couplet: Cascade/Empire or Columbia
- Sunset Highway widened to 7 lanes
- Sunset Highway widened to 4-lane freeway
- Columbia Avenue extended and widened to 5 lanes
- Empire Avenue extended and widened to 5 lanes
- Cascade Avenue improved and widened to 5 lanes
- Sunset Highway widened to 5 lanes and Cascade Avenue widened to 3 lanes

One route that received much attention was the upper bench because it was not carried forward to the second-level screening. Many participants would like to see the upper bench reinstated because they believe it would meet the long-term solution needs in terms of traffic congestion and safety on SR-28. Upper bench traffic would potentially surpass the traffic congestion in the downtown area, mentioned one participant. Another comment suggested that there is potential growth on Fancher Heights, and the upper bench would serve this area. A resident stated that the majority of through-traffic would use this route to avoid local traffic and have the least impact on residents. Other participants do not think that congestion would be addressed by using the upper bench route due to the steep grade.

Second-level Screening Concept Alignments

Five concept alignments resulted from the sixteen during the draft second-level screening process. The route that had the highest ratings from each category was carried forward to the second-level screening. The five concept alternatives are: Alternative 1 (f), which is the Western Route from Odabashian to 16th with widening SR-28; Alternative 3(a), which is the lower bench route; 4(a), which is the one-way couplet Sunset/Cascade; 5(i), which is widening Sunset with three interchanges and two underpasses and four lanes; and the final 6(d), which is the Cascade improvement extension – five lanes with modified access control. The following information is public commentary on individual concept alignments.

The draft second-level screening concept alignments inspired a tremendous amount of discussion and thought. There was a general comment that none of the concept alignments carried forward to the second-level screening are a suitable solution to the traffic problems.

Alternative 1(f): Western Route from Odabashian Bridge to 16th Street and widened Sunset Highway Outside of 300-foot zone of OHWM and a four-lane parkway with Park on west side.

This route instigated conversation about safety of residents, enhancing and preserving the environment, a long-term solution, overall safety, and congestion. There were an equal proportion of citizens opposed to the riverfront route as in agreement with the route. Some participants recommended that the riverfront route be built because children would not need to cross a highway to get to school. Participants in agreement felt that there would be easy access for tourists and the roadway would enhance access to the river trail, visibility, economic development and enjoyment of the riverside. Observations were made about corridors built in other communities that have and have not worked effectively. It would be less expensive and less disruptive to the community to utilize the right-of-way, noted a participant. A pedestrian overpass could be built over the roadway for safety purposes stated a citizen. Another suggestion was made that ingress and egress would be a lot easier along the waterfront. According to some of the participants, Alternative 1(f) is the most practical route.

Some participants felt for environmental, conservation, aesthetic, and residential safety reasons opposed to building a roadway along the riverfront. There is concern from the community that building a roadway along the riverfront could potentially disrupt wildlife and that the Columbia River and trail are at risk for noise and air pollution. A resident stated that there are critical habitat types, such as wetlands and riparian areas that qualify in rankings of 1-2, the lowest level of scoring, and listed species such as, bald eagles, common loons, peregrine falcons, salmon, and steelhead. A 300-foot setback is not sufficient to significantly reduce disturbance and other negative impacts to wildlife, suggested a citizen. Many residents said that the riverfront is one of the most important characteristics in East Wenatchee and it should be protected and enhanced. A family remarked that the trail is one of the few places they are able to go and experience outdoors and it should be protected for future generations. One participant suggested the waterfront right-of-way be sold and abandoned. The roadway could potentially divide the community in East and West Wenatchee stated a participant.

Alternative 3(a): Lower bench (previous EIS Route 5)

A number of the participants had very strong opinions, predominantly in opposition to the lower bench route. There is concern that the community will be disrupted and there are many residents that would be affected. Participants commented on the negative aspects of the lower bench route, such as noise level, disruption of the neighborhoods and community, purpose of use, and safety. A participant suggested that the lower bench route is not a good alternative because it does not accomplish the purpose and need of the project. Some of the community commented that the route is not direct and as a result, there would be fewer users. The environment would not provide adequate foundation or drainage due to the soil composition, stated one participant. One participant noted that access for emergency vehicles is an important consideration, due to potentially limited access along the route. One comment was made that the route would deduct from land on Grant Road due to the access points. There was concern that the roadway would obstruct recently developed neighborhoods. Numerous participants commented that the highway would have a negative impact in the community in terms of safety and visual stimulation.

On the other hand, one participant commented that the route would be beneficial because it would spread traffic throughout the valley and prevent congestion. Another participant offered that this route would have the least amount of impact on the community.

Alternative 4(a): One-way couplet with Sunset Highway and Cascade Avenue (previous EIS Route 3)

The one-way couplet along Sunset Highway and Cascade Avenue generated the following feedback from residents. One comment was made that the route would help solve the traffic problem by providing a route that runs through and around the city. Those participants in agreement stated that provided with

adequate cross streets and lights at intersections, the roadway could be feasible. Couplets have proven to work in other cities and it would be economically efficient since the roadway is already built, observed some participants. Another observation made was that congestion is potentially a problem for the residents below Sunset Highway. One comment was made that this is a good option for business areas. Another participant suggested that the route is dangerous for people and animals in residential areas. One observation was made that cross traffic could increase the congestion on Cascade.

Alternative 5(i): Sunset Highway widened with limited access, three interchanges (both ends and center), two underpasses, and four lanes

One participant owns a business on Sunset Highway and is concerned that by widening Sunset Highway the business would be severely affected. Participants, who disagreed, believe that greater environmental impact studies should be performed in the surrounding neighborhoods and believe that the route will not meet the traffic needs. Many comments were made suggesting that since the roadway is already available, it would be cost effective and efficient to expand the roadway.

Alternative 6(d): Cascade improvement extended with five lanes and modified access control

There were no comments received at this station.

Miscellaneous

Several issues were raised and recommendations made that did not fit into the topic areas offered. One participant would prefer using Batterman Road rather than building a new roadway in Rock Island and north of the area. Another participant was relieved that North Baker is not an option for a couplet. Provide circulation to and from Wenatchee and across SR 285 was another recommendation. Odabashian Bridge, north to Rocky Beach is an area that needs to be addressed due to traffic congestion.

Many participants would have preferred handouts at the event in order to study the matrices and maps at home.

Common Themes

Safety was a key issue heard throughout the Scoping Meeting. Many participants strongly opposed the building of a major roadway through a residential area. Stoplights in residential areas were highly recommended by most participants. Other concerns that were discussed by citizens were increased traffic, speed of traffic, busy intersections near residential areas, and safety on the riverfront trail. The public generally agrees that the final alignment will need to provide a long-term solution that has the least amount of impact on residential neighborhoods. However, it is important to the participants that the final alignment enhance the city of East Wenatchee while providing safe access for the community.

Verbatim Public Comments Derived From Flip Charts

Community Involvement

- 90% of safety and congestion issues on Sunset resolved by adding 3rd left hand turn lane
- A 3rd lane would improve emergency access
- Not along the riverfront
- City (Wenatchee & East Wenatchee) needs a bypass route
- River route is similar to I-84 – it works and is largely in a protected area (Gorge)
- A small group should not be able to veto the wishes of the community
- Consensus does not favor the river route – Wenatchee World pulse poll
- Apple industry will not be a factor in 15 years

Environment

- Will the riverfront right-of-way remain in public ownership?
- Has to be a limited access highway or will plug as soon as it opens. River grade is the only one that is dollar wise
- Riverfront, even outside of 200 feet is subject to land use consistency under the SMA and GMA – forget that option

Traffic

- Although the DOT may point to majority of local traffic only, that is due to small percentage of through-traffic
- 100% of all through-traffic will use this route to avoid Wenatchee traffic. The route selected needs to accommodate all through-traffic through the Wenatchee area
- The river route is the only one that is economical and moves traffic in the congested area
- Check Wenatchee traffic using both bridges to bypass Wenatchee traffic
- Redo traffic analysis/destination – minimum three days per year from 4:00am to midnight! Current analysis is insufficient! Don't believe 10% thru traffic – 10 years apart, do you?
- WATS study did not include impact of 2nd access/Fancher on SR-28 – NOT in Comp. Plan, Not in your traffic counts or model

First Level Screening

- The riverfront is the only route that will keep the school children from crossing a major highway on the way to school!
- Lower bench would also work (to keep school children from having to cross a major highway)
- Please reinstate the upper bench route as part of the total long-term solution. Need “port to port” route to serve near-term growth at Fancher, plus recreational and commercial traffic

Second Level Screening

- Sand on lower bench
- Route to get around the city
- No noise pollution by river
- Turn lane for school buses
- Study the first three
- Adding more riverfront highway would destroy Wenatchee
- Access Eastmont and Kentucky to lower bench then have attraction going east of airport
- It's a river route all along the Columbia except have a few other stops
- Two participants like river route
- Like the river route
- No lower bench route. Put it on top where future expansion will be
- Build by river then town grows to east and won't impact it
- A river route divides community from river

- Like lower bench to Grant Road, because less impact to local residents, best long term solution
- Oppose river route because degrades aesthetic value of community (wildlife, scenic values)
- Tie is Valley Mall to Sunset at 13th and hotel
- Lower bench soils are so unstable
- Couplets difficult to manage. Access is difficult for local traffic
- SR-28 is a residential road
- Lower bench surrounds us with highway
- Waterline line underpass water 2 near Spanish house
- Buses stop traffic and backups up SR-2 to downtown 28
- Widening Cascade is same as Sunset. Have to take a lot of residences
- Springs on lower bench. Down 29th also, top down. Environmental visual impact
- Nobody wants to go up to go down!
- Townhouse west of Columbia, not of 23rd
- Riverfront and keep the trail is perfect
- Lee School and Cascade on Baker Street
- Will be 3,000 to 5,000 houses on upper bench
- 240 lots approved on Briarwood
- Douglas County PUD doing substation
- Need a lower bench route in future
- Widening Sunset to 7 lanes with signals and cross traffic compared to freeway. People know SR-28 is a highway

Alternative 1(f)

- Build the riverfront route, it should have been done. It's out of the way down there
- Ditto
- Ditto
- Ditto
- Building riverfront highway would increase public access, visibility, and enjoyment
- Riverfront is beautiful and should be continued to be enhanced and preserved. Public enjoyment is not increased in a 2 second blip in a car, but with parks and boats along in a quiet, peaceful atmosphere. Who wants to exercise with noise and fumes?
- Pedestrian overpass?
- Access to 3A ramps? Signals?
- Build an upper bench road and widen SR-28. The waterfront should be abandoned and land sold. The road on the river is not compatible with trail and residential uses
- River route, even outside of 200-foot shoreline area has legal problems – widen Sunset no problems
- Bench route the best long-term solution
- 12-inch water line (and sewer) upgrade required on Sunset between 31st and McElmurry. Good capital facilities match-up

Alternative 3(a)

- Highways do not belong in residential areas, i.e. Sunset
- This doesn't help me to/or from work. Who will use?
- EIS should include relative costs of each route so that DOT makes a more informed decision
- Cost information is very important
- Highways and trails cannot coexist
- Lower bench route is worst possible choice. Will not survive EIS and does not accomplish task as presented.
- Prefer upper bench route, which I am surprised has been removed from consideration. This is best long-term solution. Support Sunset widening by adding turn lane as short-term solution.
- Canyon is not stable to build ridge over. Need to take 3b, d,e,f,g

- No lower bench route, too many homes, makes sense. River route is most logical, and still preserve wild life and trail.

Alternative 4(a)

- One-way streets don't belong in residential areas
- Disrupts too many people
- More dangerous for non-vehicles (children, dogs, etc.)

Alternative 5(i)

- Sunset controlled access
- 5 or 6 lanes – no freeway
- Sunset residents are already impacted, adding right-of-way to Sunset would allow them to move at DOT expense
- Our riverfront enhances our quality of life in the Wenatchee Valley. Much of it is already being developed. Let's preserve the remainder
- Need to maintain quality of riverfront – beauty, trails, river, etc.
- Utilize upper bench route. It is the logical choice for today and the future. Safer, easier access, avoids prime residential and schools, etc.
- Bench route serves only a few. Who will go up a hill in winter to connect on to it?
- All of Fancher Plateau will use! 1000 residents times 10 trips a day – provide for them!

Alternative 6(d)

- Riverfront route contains critical habitat types, such as wetlands and riparian areas; these habitat types qualify this area of rankings of 1-2
- Wildlife species diversity grates along riverfront route making this area highly valuable for wildlife

Verbatim Public Comments Derived From Comment Forms

Screening Process

- ◆ Good process – appreciate time individuals have given to the project. Please look at long-term potential as you access these alignments funneling more traffic into E. Wenatchee and Sellar Bridge is not a long-term solution.
- ◆ No – enough addressing has been done. Time for action.
- ◆ As soon as possible
- ◆ Probably not – thirty-four options were likely enough
- ◆ All of the alignments appear to be thoroughly researched, with all of the issues addressed
- ◆ I thought it was well done. I think its important to have people there who can answer questions on engineering, environment, and other related issues. It was nice to hear your personnel learn some facts of the areas from the participants

Criteria

- ◆ Access. Two residential streets with forty mile per hour big trucks bus traffic? Consider children safety, family dwelling and the congested destinations for those homes on the Southbound and Northbound streets.
- ◆ Consider the fact that 19th and 23rd Hadley 27th 29th 32nd would need stop lights and improved for the many families in those areas.
- ◆ The problems of limited access are still the most important issue, other than the congestion in the north-south corridor!
- ◆ A) A minimum of neighborhood disruption. B) The least amount of environmental impact. C) The most cost-effective solution to existing and future traffic congestion.

- ◆ Its not a good plan when major motor routes run through residential neighborhoods.
- ◆ Access to highway by local residents – almost need frontage road
- ◆ Short sighted to think in terms of twenty years, need to think about how road will look thru history. When thinking long-term please do not let least cost drive decision. Find that development follows road.

Traffic Study

- ◆ Travel study should be taken at different times and days to evaluate the true picture of car travel. Study of upper route above Fancher to take traffic around the city!
- ◆ I believe we have to look at “through” traffic as well as local. Despite what was said, there is a will to continue to be as east Wenatchee grows, more through traffic.

Upper Bench

- ◆ Upper Bench Route above Fancher to Route traffic to Rock Island, by passing congestion in the hub of city!
- ◆ Possible impact to school’s and safety with road!
- ◆ Information used to screen out Upper Route is flawed and short-term thinking. Comment of ten percent use is to low for present traffic and sure were grow with _____ on Fancher.
- ◆ Upper route bypass for long-term 15-25 year view. Expansion and building will continue on Fancher. Plan for it.
- ◆ You have eliminated the most feasible route, which is an upper bench, just above Fancher Heights. The proposed lower bench is on sand over clay and water, which represents the same kind of problems as Badger Mountain Road. Also truck traffic on this route will force additional pounding.
- ◆ The upper bench road and three lane expansion of SR –28
- ◆ We feel very strongly that the upper bench route is the best alternative connecting SR-28 to Odabashian for the future.
- ◆ We need a good bypass route for the Wenatchee Valley. My belief is we need an upper route that entices people to use it/ Access needs to be on and off ramps and this route should not require stop lights. Etc. Give us a highway to get from North – South and people will use it.
- ◆ I still prefer a true highway upper bench route, which goes over Badger Mountain on the Riverfront Highway. Long run these make the most sense in terms of moving traffic efficiently.
- ◆ Good display of current alternatives. I keep hearing that upper bench was thrown out because of short-term concerns. Take a look at the __ west or areas that feel smart to build but out of the way and you’ll?

Alternative 1(f)

- ◆ The only route that you have that makes sense is the river route 1F
- ◆ We feel 1f is the best solution with the least impact and with what DOT is trying to accomplish. The trail could co-exist and even show off the beauty of the area. When its homes verse like routes I vote for homes. Save people’s homes and lives. With more and more houses being built on former apple land down near the river you better get this done.
- ◆ Of all options it only makes sense to keep the traffic corridor down along the river or adjacent to it on Cascade or Empire
- ◆ You should address the positive environmental impacts of building the riverfront highway. Public access, enjoyment, and visibility of the riverfront vicinity would be increased by a riverfront route with adequate interchanges and access/ parking areas.
- ◆ The cascade alignment or a combination of the waterfront alignment appears to make the most sense.
- ◆ I think that alternative 1F is the most practical of the plans
- ◆ Other states have been able to combine environmental issues and still have roads by oceans and riverfronts. We should be able to do the same. We should have a vote for Douglas residents for the final say on the route

- ◆ The riverfront is not compatible with a limited access route on the pleasant usage of the trail. The highest and best use of the riverfront is to sell the state land for parks, trail access and further residential development
- ◆ Construction of the riverfront route would significantly affect wildlife habitat. Lower bench route or Cascade route would adversely affect long-existing neighborhoods.
- ◆ Road and trail can exist together but not happily. The plus of the trail is that it is a quiet and peaceful place for families to enjoy each other and for people to exercise without noise, car exhaust or stoplights and cross traffic. The highway would destroy the trail and the greatest assets to the Valley.
- ◆ The scenic drive is only minor in comparison to the unattractiveness of the highway in a scenic place. Everything would be beautiful except the cars and highway. Also the scenery would only last for a few seconds and be over for the car traffic and for those enjoying the trails and parks, the noise, and pollution is forever.
- ◆ I've seen a couple comments regarding "riverfront row" and the luxury homes along the river why should only a few get to enjoy it and I have to say that a highway along the river may decrease the enjoyment of the private homes, but it also decreases the enjoyment of the parks and trails squeezed between the river and the highway. In Seattle many private homes enjoy waterfront but I can't imagine that anyone who can't afford that would feel better by running a road in front of their homes. The general public doesn't really enjoy waterfront on a busy road. Increase the parks, enhance the trail, but don't destroy it all with a highway.
- ◆ The easy solution is still the river but I doubt our great grand children would use it for that.
- ◆ Riverfront – the greatest asset of the Wenatchee Valley is the Columbia River. It has been really well used with the parks and the trail. I think that is some of the best things the Wenatchee Valley has done for its city. A highway along that beautiful water is only going to add noise and pollution and destroy what has already been done to improve the city. Public access and enjoyment are not increased because what they are viewing is from a noisy metal object on a paved road (neither of which are beautiful) in a fast mode. If that is enjoyable perhaps they would like living in Seattle for a while. One of the most wonderful things about Wenatchee is its peacefulness and quiet and the friendliness of the people living here – probably because they live in a quiet place. I feel the best option is to widen Sunset and add a turn lane. Or secondly use the lower bench route.
- ◆ Keep as much of the river and trail as they are today with additional natural buffers
- ◆ I like the 1F route. Do not like the one-way roads or widening of Sunset
- ◆ Thanks for the opportunity to give input. River route exists in the Gorge and it works. Around Yakima it works. At the UW Arboretum it works.
- ◆ An elevated (Alaskan Way) could preserve space and river route impacts.
- ◆ The majority should rule. The trail and shoreline can be preserved along with a new highway the safety of people on the trail (sex predator) is not being addressed. Put cars, roads, police access near the trail, it will be safer.
- ◆ We are not really serious about salmon being endangered. Net fishing catches salmon. People endanger salmon not highways.
- ◆ I definitely do not believe a river route would be the best for the river environment.

Alternative 3(a)

- ◆ If the object is to move ninety percent of the traffic in and around then routes 3A the lower bench route is not practical. It would mean people would have to go out of their way to get to their destination.
- ◆ People will not go out of their way. Especially during the winter. They won't climb up in order to get where they want to go – they will still use Sunset Highway.
- ◆ Lower Bench Route will broadcast noise through valley. Lower bench is sand, sand, and sand.
- ◆ Of all I prefer the lower bench route 3A
- ◆ If all the N-S streets are connected to or have access to the new lower bench route, it seems to be the route that would take the most land away from Grant Road and SR-28

- ◆ The lower bench route as proposed destroys neighborhoods that have been developed over the last fifteen years. This and the unstable ground are key opposition points. Also the visual scaring of the road for this lower bench route is a very negative visual impact on the valley.
- ◆ On Lower Bench Routes, be aware of noise level to those living down the hill on west side of route. Speed to fast on Sunset now sate Patrol and other don't control forty mile per hour speed. Widening Sunset Highway is suicide – school uses, use route and stop on highway to load and unload children.
- ◆ Neighborhood impact on 3A – safety – children walking to school
- ◆ I live in the 3A area. I cannot imagine a highway in my front yard or backyard. This is such a beautiful area I hope you will find an alternative route.

Alternative 4(a)

- ◆ The one way's of Cascade and Sunset Highway are our second choice. While this seems unusual it has worked to alleviate traffic in other major cities. Adequate cross streets and lights at intersects must be considered. Helps solve the in and around traffic problem.
- ◆ Like Alternative 4A one way Cascade and Sunset
- ◆ Alternative 4A, 5I are very bad! They will only make things worse!
- ◆ No on the one-way couplet using Sunset av Cascade. There would be major congestion to all the home dwellings below Sunset Highway.
- ◆ No, the only viable route is still after almost fifty years is the riverfront! Keep the trail and access to the river for the locals!
- ◆ Two one ways using Cascade and Sunset – I've never seen two major one ways in a residential area. It's a nice option for business areas, but very confusing and dangerous with homes full of people, children, and pets. Why increase the danger and disruption for two roads full of increased traffic? And cross traffic would increase the congestion on Cascade that wasn't there before.

Alternative 5(i)

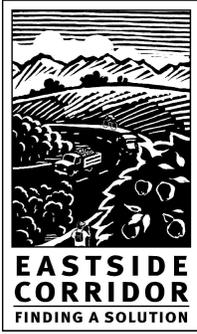
- ◆ Do not align a new alignment through existing residential areas
- ◆ You need to give greater weight to the negative environmental impact on established residential area that are created by expanding Sunset and nearby couplets. URS spokesman said they couldn't give my environmental impact cost assignment to this factor.
- ◆ Alternative 4A, 5I are very bad! They will only make things worse!
- ◆ A) The alignment which addresses my comments above appears to be the improvement of SR-28. B) I feel that the DOT was wrong in the widening of the bicycle lane on the Odabashion Bridge. This money would have been better-spent alleviating traffic problems in the eastside corridor.
- ◆ Sunset Highway has already adjusted to being the main arterial. Widen it, enhance it beautify it for those who own property there. Or take the lower bench that is less developed
- ◆ A combination of widening Sunset Highway and Cascade seems to make sense, if the riverfront highway or upper bench routes are out. I am against the lower bench route.
- ◆ A good interim solution, minimizing environmental and housing impact is a combination of widening sunset to four or five lanes and widening cascade

Other Alignments

- ◆ I would have preferred using Batterman Road versus having to build an all new road thru Rock Island and above
- ◆ How about putting a few lanes through on the Wenatchee side?
- ◆ Include circulation to/from Wenatchee across SR 285
- ◆ Yes, from Odabashian Bridge North to Rocky Beach
- ◆ My number one interest is safety. Sunset traffic must be reduced. Ask county why they would direct traffic from Fancher down 27th. Combine the money (county and state) and do it right!!
- ◆ A four-lane "freeway" bypassing all of East Wenatchee (four lanes) and a four-lane "freeway" bypassing all of Wenatchee.

Miscellaneous

- ◆ Glad to see North Baker with two elementary schools, no longer considered an option for a couplet.
- ◆ I would like to receive a package of materials to review rather than to rely on viewing open house posters through a group of people
- ◆ I went to this meeting with a certain route in my mind as being the best. This meeting convinced me otherwise and I like that.
- ◆ Do not know until I have more information to study at home on my own terms
- ◆ Lack of handout materials (education matrix draft and maps) is a flaw of this open house. Also do people comment if 1) they are unable to attend an open house and 2) do not have Internet access?
- ◆ Forget environments, they are always negative to true progress. It only takes one to ruin a meeting.
- ◆ Good luck!



Scoping Meeting Comment Form

1. What comments do you have on the second level screening alignments?

2. Are there other alignments you would like to see addressed?

3. What environmental or social criteria would you like to see addressed?

4. Other comments?

If you would like to be included on the project mailing list, please provide the following information:

Name _____

Address _____

City, State, Zip _____

Organization _____

Phone # _____

Please return this form to the comment box or mail to:

PRR
Attn: Maureen Dunn
1109 First Avenue, Suite 300
Seattle, WA 98101

You may also fax this form to (206) 623-0781
or e-mail comments to
comments@eastsidecorridor.org



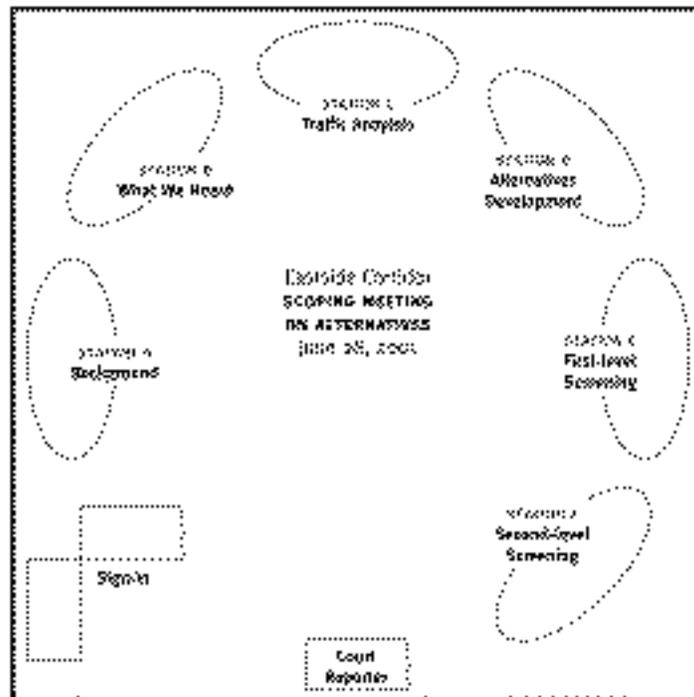
Welcome to the Eastside Corridor Scoping Meeting

June 28, 2001
5:00 – 8:00pm

How to participate

Please look at the displays and the information they provide. You may direct your questions and comments to the staff at each of the display areas. You may also make comments by:

- Writing it on the flip charts provided near the displays;
- Speaking to the court reporter;
- Filling out a comment sheet and leaving it in the comment box or mailing it to the address listed on it; or
- Writing to the Eastside Corridor project representative at the addresses provided on the comment sheet or emailing to comments@eastsidecorridor.org.



**We hope you find the Eastside Corridor Scoping Meeting informative.
Thank you for your time and interest.**

Your participation is key to the success of our work.