



Chelan County

Multimodal Pathways Plan

October 2021



Acknowledgments

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Thank you to the 1,498 people who participated in this planning process through the online survey and pathway mapping tool. Thanks also to the many individuals engaged in social media throughout the process.

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Overview

The Chelan County Multimodal Pathways Plan will guide investments for inter-urban trail types and related facilities to better connect communities and destinations through active transportation—supporting economic development, health, and overall quality of life. Guided by a steering committee of public agencies and various local organizations, previous planning efforts, and results from an online survey and mapping tool from nearly 1,500 participants, this document is the result of an exceptionally high interest in trails and pathways throughout Chelan County. It represents an important step towards improving trail connectivity between communities of the County and providing more recreational access. This plan does not specifically address non-urban “primitive” trails but does provide recommendations for connecting to popular recreational areas—focusing on the trunk and branches of a larger system and setting the stage for related trail planning efforts.

In concert with the Chelan County Comprehensive Plan, numerous previous planning efforts, and stakeholder feedback, a vision supported by goals and objectives was established to provide prioritization for 7 major corridors identified and to help guide investments and partnerships within 20 corridor segments (Appendix A).

The Implementation section at the end of this document contains next steps and recommendations for a safer and more useful pathway network to become reality which is expected to happen incrementally through time and in coordination with other projects, agencies, and stakeholders.

Plan Purpose

1. Implement County planning goals
2. Improve inter-urban trail continuity and connectivity
3. Improve safety
4. Organize and facilitate future investment
5. Provide a basis for future grant applications, MOUs, and agreements.


Vision

The communities and world class destinations of Chelan County will connect through a safe network of active transportation mobility options supporting health, the environment, economic vibrancy, and overall quality of life for all ages, abilities, and incomes.

Goals

1. **Connectivity for All** – Create accessible, convenient, and appealing mobility connections evenly to all groups for recreational access and alternative modes of transportation.
2. **Recognizing Opportunities** – Maintain and expand the multimodal pathway network as new opportunities arise.
3. **Improving Health & Safety for All** – Provide equitable, safe, and convenient active transportation options for all residents and visitors of Chelan County.





“Trails are the basis for man’s earliest mode of travel, yet they have re-emerged across the nation as a modern public space, serving virtually every segment of the population and fulfilling a vast multitude of needs. They can tie our communities together, provide healthy and vital mobility choices, connect city centers to the countryside, and provide an exhilarating means for exploring natural, cultural, and historic riches...”

1992 Chelan Valley Trails Plan



Introduction

Chelan County, including many of its many municipalities and associated agencies have long recognized the value and importance of multi-use pathway networks in supporting health, the regional economy, and overall quality of life.

In 2019, the County began formal efforts to commission a Multimodal Pathways Plan to focus on multi-use, inter-urban trail types. It was led by a committee of key stakeholders. An initial outcome of the stakeholder group was a co-funded partnership between the cities of Cashmere, Chelan, Wenatchee, and Chelan County for this effort. The County's Natural Resources Department and the Public Works Department joined to commission and begin the planning process on behalf of the stakeholder group in November of 2020.

This resulting plan, which builds off previous related trail planning efforts, prioritizes major inter-urban pathways for improvements, provides a basis for future grant applications, and offers specific recommendations and steps for implementation.

Plan Purpose

- 1. Implement County planning goals**
Aiding goals directly related to non-motorized trails as well as goals associated with or reliant on such trails
- 2. Improve inter-urban trail continuity and connectivity**
Working to create a more unified system of trails that optimize user experience, usefulness, and utility between county communities.

“Of the projects mentioned by participants, many were trails projects. They are in different stages of readiness, however, with only a few actually prepared to receive funding for either land conservation or development. The number and range of trails projects included on the overall project list underscore the importance of having an integrated trails system serving Chelan County. A trails plan is a crucial step in determining the linkages the trails will provide, exploring alignment, design, cost, phasing, and relative priority.”

*— 2017 Chelan County
Comprehensive Plan, Pg. 33*

- 3. Improve safety**
Identifying opportunities to separate non-motorized and motorized routes – improving the safety of pathway users and non-users alike
- 4. Organize and facilitate future investment**
Helping all implementing groups and agencies to identify and organize efforts and capital improvements
- 5. Provide basis for future grant applications, MOUs, agreements**
Facilitating qualification for and coordination of future grant implementation and partnerships



Successful implementation of this plan will increase options for active transportation throughout the County and specifically, where the need is greatest. Trail planning and implementation work should not stop there, however. To fully realize Chelan County's Comprehensive Plan directives, subsequent "primitive trails" planning efforts should continue.

Active Transportation

Active transportation includes walking, biking, running, skateboarding, the use of scooters, etc. and includes the use of micromobility vehicles. Active transportation may be for commuting to work or school, travel for a variety of needs, or solely as a recreational pursuit. A well-connected, safe, and comfortable system of multimodal pathways connecting communities and recreational areas would provide numerous benefits to both residents and visitors.

According to the Center for Disease Control and Prevention (CDC), "Physical inactivity is a major contributor to the steady rise in rates of obesity, diabetes, heart disease, stroke, and other chronic health conditions...". Other studies show that regular, moderate physical activity may also reduce the risk of depression. Rural areas, where this plan applies, generally have higher rates of physical inactivity and chronic disease than urbanized areas¹. Providing for safe and convenient multimodal pathway networks and related facilities is one way to increase options for physical activity, whether for recreation or for transportation purposes.

Better individual health and less reliance on automotive travel are also associated with more financial stability, particularly for lower income individuals and households.

Communities themselves benefit where safe, convenient, and appealing active transportation options are provided to all ages and abilities. Outdoor recreation is a key factor for resident quality of life, providing strong incentives for attracting and retaining

People who live near trails are

50%

more likely to meet physical activity guidelines.

—American Journal for Health Promotion (2003)

The average cost estimate to operate a bicycle is about \$100-\$300 per year. The average cost to own and drive an automobile in Washington State is \$4,835.84 per year.*

Increased active transportation can reduce traffic congestion, decrease the need for parking, and cause less wear and tear on infrastructure.

*move.org (2021) / Bikenomics, Elly Blue (2014)

young adults, families, and retirees (Chelan-Douglas Counties Outdoor Recreation Study, 2017). Biking, walking and even micromobility vehicles generally do not contribute to air pollution or greenhouse gas emissions, cause much less wear and tear on transportation infrastructure, and may help alleviate traffic congestion and parking demand².

¹ National Library of Medicine, 2000. <https://pubmed.ncbi.nlm.nih.gov/16092298/>







² American Planning Association Active Transportation Knowledgebase. Accessed 5/21/21. <https://www.planning.org/login/?next=/knowledgebase/activetransportation>



Micromobility Vehicles

Also known as personal transportation devices (PTDs), micromobility vehicles are typically low speed (under 30mph), less than 100 pounds, and partially or fully motorized. These types of vehicles include e-bikes (both fully powered and peddle assisted), e-scooters, onewheels, electric skateboards, etc. They may be personalized or part of a shared fleet¹. See Figure 1 for types of micromobility vehicles which may be expected to continually evolve over time.

TYPES OF POWERED MICROMOBILITY VEHICLES¹

| | Powered Bicycle | Powered Standing Scooter | Powered Seated Scooter | Powered Self-Balancing Board | Powered Non-Self-Balancing Board | Powered Skates |
|-----------------------------|---|---|---|--|---|---|
| |  |  |  |  |  |  |
| Center column | Y | Y | Y | Possible | N | N |
| Seat | Y | N | Y | N | N | N |
| Operable pedals | Y | N | N | N | N | N |
| Floorboard / foot pegs | Possible | Y | Y | Y | Y | Y |
| Self-balancing ² | N | N | N | Y | N | Possible |

¹All vehicles typically designed for one person, except for those specifically designed to accommodate additional passenger(s)
²Self-balancing refers to dynamic stabilization achieved via a combination of sensors and gyroscopes contained in/on the vehicle

Source: Society of Automotive Engineers

Figure 1 - Types of Micromobility Vehicles (Source: Society of Automotive Engineers)

Microcars are another micromobility vehicle type that have found their way even on some existing pathways in Chelan County.

Considered a “disruptive technology,” micromobility ridership has increased dramatically worldwide. Most of the growth data comes from shared mobility programs made possible through smartphones, making ridership data easy to track. From 2010 to 2018, there were 207 million trips on shared bikes (pedal and electric-powered) and e-scooters in the United States. Of those trips, 84 million occurred in 2018. In 2019, there was a 60% increase to a total of 139 million trips on shared micromobility vehicles—driven primarily by the proliferation of dockless e-scooters².

Regardless of the exact form and rate at which these new types of devices will take hold in Chelan County, use of them should be expected to increase based on national trends and survey feedback—which will bring new challenges with respect to safety and emerging standards and guidelines



Image courtesy Dave Erickson

1 Pedestrian and Bicycle Information Center & Society of Automotive Engineers as cited in Goodman et al., 2019

2 National Association of City Transportation Officials (NACTO), 2019, 2020



Study Area

This plan encompasses linkages primarily in the rural spaces between or outside of incorporated cities within Chelan County.



Figure 2 - Study Area (Chelan County, WA)



Policy and Previous Planning Effort Review

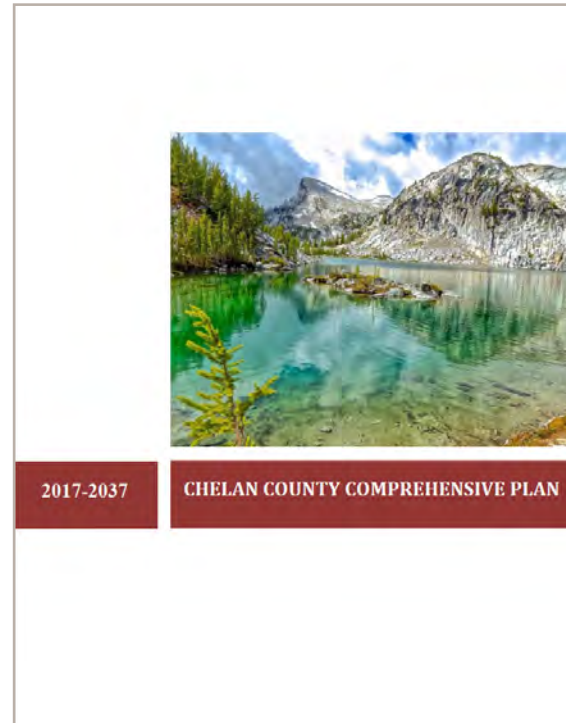
The various communities of Chelan County have a long legacy of trail planning and implementation for their respective areas.

Chelan County's Comprehensive Plan provides strong directives related to trails of all types and was the primary impetus for this effort. Through the planning process, several prior plans for various areas within Chelan County were reviewed.

Chelan County Comprehensive Plan

Last updated in 2017, the Chelan County Comprehensive Plan covers all areas outside of incorporated cities but also contains seven subarea plans for the following unincorporated communities: Chelan-Manson, Entiat Valley, Malaga-Stemilt-Squilchuck, Lower Wenatchee River Valley, Upper Wenatchee River, Plain-Lake Wenatchee, and Stehekin. The visioning efforts connected to these study areas yielded a common theme of encouraging and/or enhancing recreational opportunities.

The Chelan County Comprehensive Plan recognizes trails and pathways specifically as supporting property values, economic



development, and overall community health by providing opportunities for physical activity for both adults and children.

The following County goal and policy from the Comprehensive Plan are primary in supporting this planning effort:

GOAL LU 2 Physical Activity: Encourage active communities through land use decisions and designs that support bikeways, pedestrian, equestrian, and other non-motorized transportation modes.

Policy LU 2.2: Support implementation of multi-modal transportation facilities, continued use of public lands, and land uses such as parks, trail systems, sidewalks, roadways, and other transportation systems, when reviewing land use designations, development permits, and land divisions.



Washington State Growth Management Act (GMA)

Relevant goals of the GMA:

- ◆ Consider planning approaches that promote physical activity and improved transportation facilities.
- ◆ Encourage efficient multimodal transportation systems based on regional priorities and coordinated with county and city comprehensive plans.
- ◆ Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.
- ◆ Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

Washington State Active Transportation Plan

The Washington State Dept. of Transportation (WSDOT) aims to adopt its new Active Transportation Plan in 2021. Washington's goal over the next 20 years is to double the number of people bicycling and walking, while at the same time reducing fatal and serious injury crashes involving bicyclists and pedestrians by 5 percent per year. The State Active Transportation Plan establishes objectives and performance measures consistent with each of the state's transportation policy goals:

- ◆ Preservation. Ensure no net loss in pedestrian and bicycle safety and mobility.
- ◆ Safety. Target safety investments toward known risk factors for pedestrians and bicyclists.
- ◆ Mobility. Increase bicycling and pedestrian transportation choices.
- ◆ Environment. Walking and bicycling will be part of the state's strategy to improve public health and address climate change.
- ◆ Stewardship. Improve the quality of the transportation system by improving transportation access for all types of pedestrians and bicyclists, to the greatest extent possible.



Previous Planning Timeline



Regional Transportation Improvement Program (2021)

identifies maintenance and improvement projects through 2024 by the Chelan-Douglas Transportation Council

Our Valley Our Future (2020 update)

an action plan for Wenatchee Valley based on core community values which includes developing pedestrian and bicycle infrastructure

Stemilt-Squilchuck Recreation Plan (2019)

provides a strategy for growth in recreation while balancing the needs of habitat, agriculture and resource/community protection

Wenatchee Valley Bicycle Master Plan (2018 update)

supporting document to Chelan-Douglas Transportation Plan, outlines long-term vision for bicycle programs and prioritized network recommendations for greater Wenatchee

Lake Chelan Community Open Space Vision (2018)

identifies priority areas for voluntary conservation and visualizes opportunities for trail connections

Chelan-Douglas Outdoor Recreation Study (2017)

recommends that non-motorized connections to outdoor recreation and trailheads be a priority for the region

Chelan County Comprehensive Plan (2017)

recognizes trails and pathways as supporting property values, economic development and community health

Chelan-Douglas Regional Transportation Plan (2015)

provides a regional phased project schedule that blends local, state and federal policy goals

Upper Valley Regional Trails Plan (2009)

prioritized trail projects and identified design guidelines based on use for the City of Leavenworth and surrounds

Chelan Valley Public Trails Comprehensive Plan (1992)

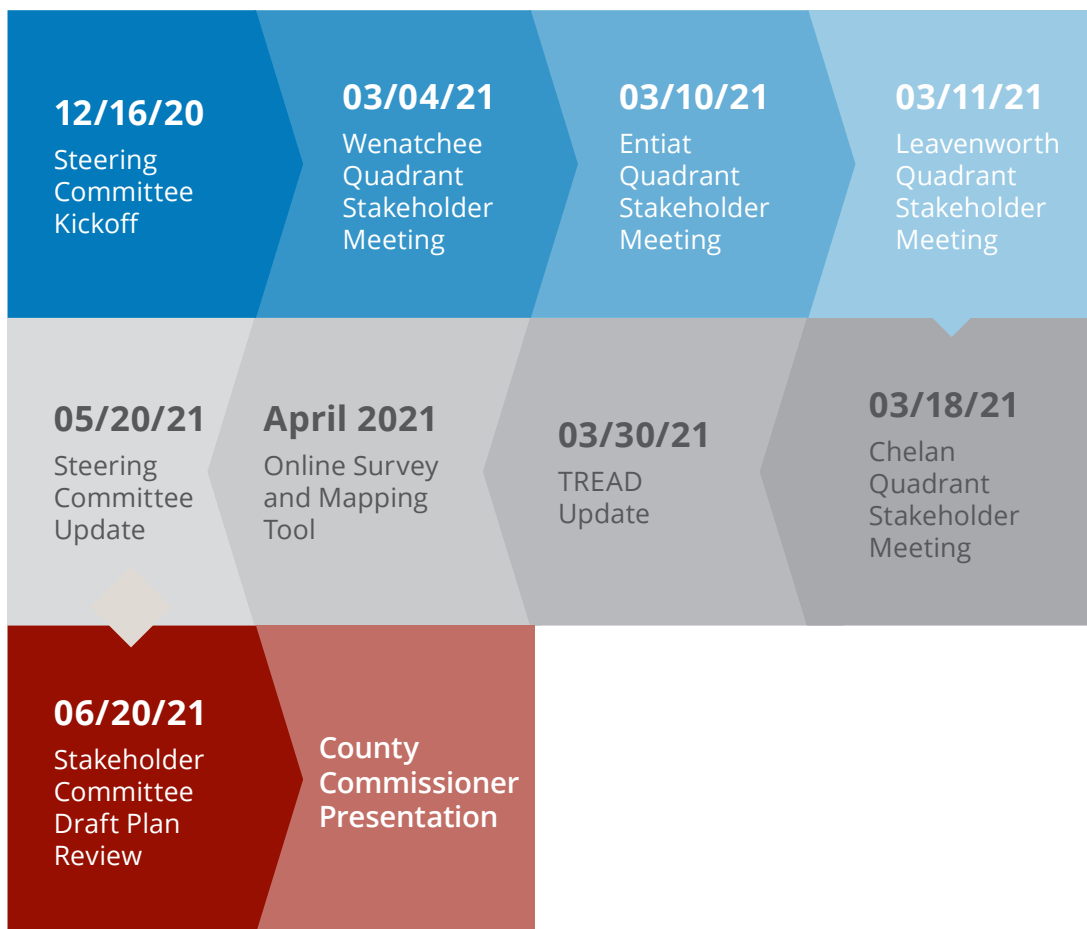
identified 400 miles of designated routes primarily in the lower Lake Chelan Valley area



Public Engagement Process

Citizen and stakeholder committee input was a vital part of this planning effort. Due to the Corona Virus pandemic and associated public health safety protocols, all of the public engagement efforts were conducted virtually. Following a series of virtual steering committee and regional stakeholder meetings, an online survey and mapping tool was launched using the software platform Maptionnaire. Its purpose was to engage the broader public of Chelan County and it was

distributed primarily through social media. Despite the challenges of engagement efforts during a pandemic, the subject matter of this plan along with engagement outreach efforts of plan partners yielded a fairly robust participation rate. Following is an overview of all public engagement steps taken throughout the planning process.



Steering Committee

Early in the planning process, a large group of stakeholders was assembled which consisted of leadership from a variety of local organizations and representatives from cities and other state and regional jurisdictions. The complete list of participants may be found in the *Acknowledgments* section at the beginning of this document

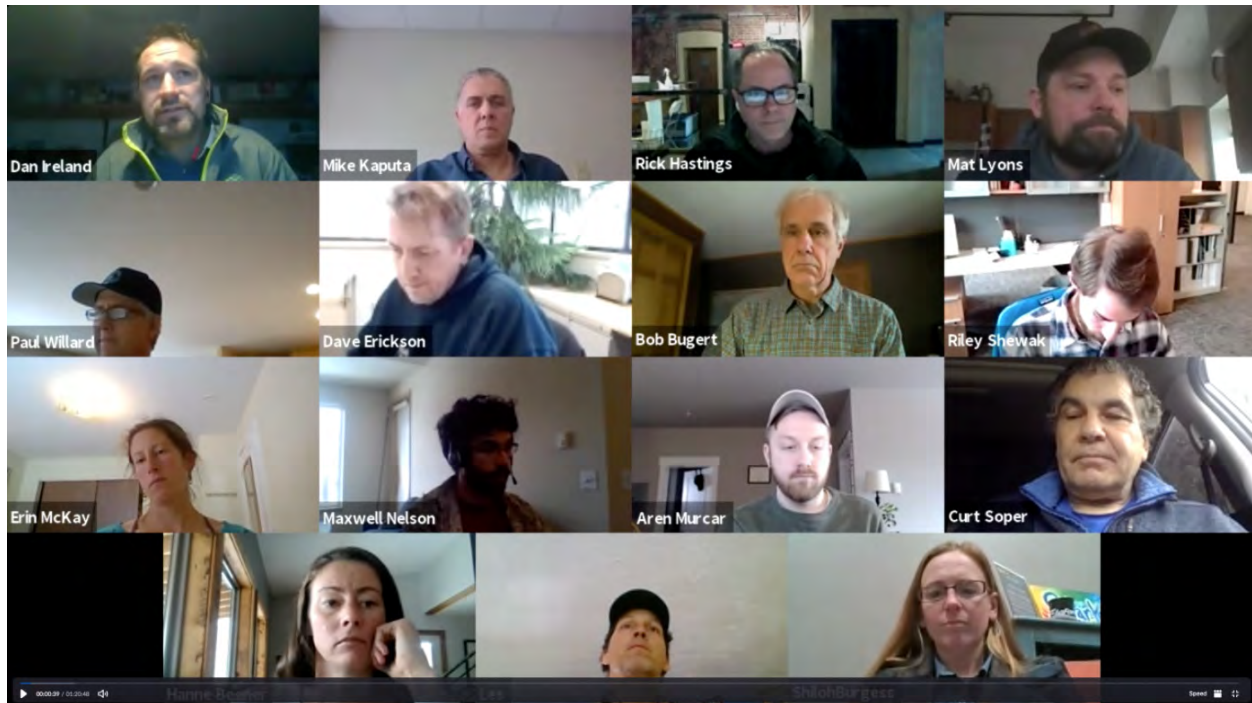


Figure 3 - 12/16/20 Steering Committee Kickoff Meeting

Following an initial kickoff meeting where the committee discussed the plan scope and desired outcomes, four outreach focus areas within the County were identified for additional stakeholder engagement.

A series of subsequent “quadrant meetings” were scheduled to gather initial committee feedback specific to each area which included leadership from the following cities, per quadrant:

1. City of Chelan
2. City of Entiat
3. City of Leavenworth
4. City of Wenatchee



Figure 4 - Outreach Focus Areas



Survey and Mapping Tool

Due to the health protocols in place because of the Coronavirus pandemic, the map-based questionnaire tool, Maptionnaire was used to solicit public feedback about pathways within the County. Through this platform, an online survey was created for both Spanish and English speakers which also allowed respondents to map their pathway priorities, identify preferred active transportation origins and destinations, as well as identify issues at specific locations. The Steering Committee provided initial feedback through the survey prior to its launch to the broader public which ran from April 19 - May 3, 2021. Outreach for survey participation was conducted primarily through social media and collected a total of 1,498 respondents. There were varying degrees of completion, as the survey did not require every answer to be completed.

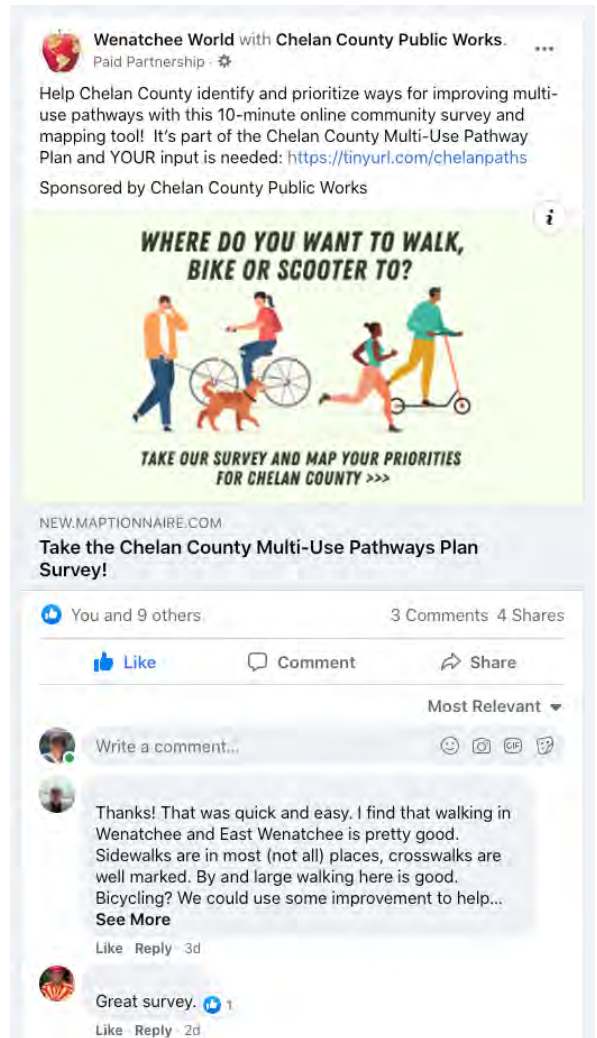


Figure 5 - Example Social Media Survey Post



Figure 6 - Online Survey and Mapping Tool Screenshots



Project Vision

The vision statement represents a future aspiration for multimodal pathways within Chelan County. It guides the planning and implementation process, is rooted in previous planning efforts, and was developed in coordination with the steering committee:

Vision

The communities and world class destinations of Chelan County will connect through a safe network of active transportation mobility options supporting health, the environment, economic vibrancy, and overall quality of life for all ages, abilities, and incomes.



Goals and Objectives

The following goals represent long term direction setters for multimodal pathways to realize the established vision. Within each of the goals are objectives that are deliberate, achievable, and measurable steps toward a goal's realization.

1. Goal: Connectivity for All

Create accessible, convenient, and appealing mobility connections evenly to all groups for recreational access and alternative modes of transportation.

Objectives:

- 1.1 Connectivity** – Address known system gaps, deficiencies, and latent demand that may offer improved access to popular destinations
- 1.2 Equity** – Improve mobility options evenly to all

2. Goal: Recognizing Opportunities

Maintain and expand the multimodal pathway network as new opportunities arise.

Objectives:

- 2.1 Economic Development** – Prioritize projects that provide regional economic benefits and provide direct funding towards future pathway improvements
- 2.2 Opportunities and Partnerships** – Align funding and partnerships with other transportation projects and funding sources

3. Goal: Improving Health & Safety for All

Provide equitable, safe, and convenient active transportation options for all residents and visitors of Chelan County.

Objectives:

- 3.1 Safety** – Reduce the chances of conflict with other transportation modes
- 3.2 Health** – Improve options for physical activity, particularly in areas where physical inactivity is shown to be prevalent



Issues and Opportunities

Focus Corridors

Survey mapping results indicated there is significant latent demand¹ for specific pathway corridors and segments. Based on the community mapped priority areas, a narrowed focus area was established from which seven priority corridor connections emerged:

1. Leavenworth to Lake Wenatchee - West
2. Leavenworth to Lake Wenatchee - East
3. Icicle & Leavenworth Roads
4. Leavenworth to Wenatchee
5. South of Wenatchee
6. Wenatchee to Lake Chelan
7. Shore of Lake Chelan

For each of the focus corridors, specific segments were also identified—each having distinct issues and opportunities as further described in Appendix A.

Corridors are prioritized by weighing how anticipated goal objectives would be met by future improvements made based on the following key:

- 1 = meets goal objective
- 2 = significantly meets goal objective
- 3 = highly meets goal objective



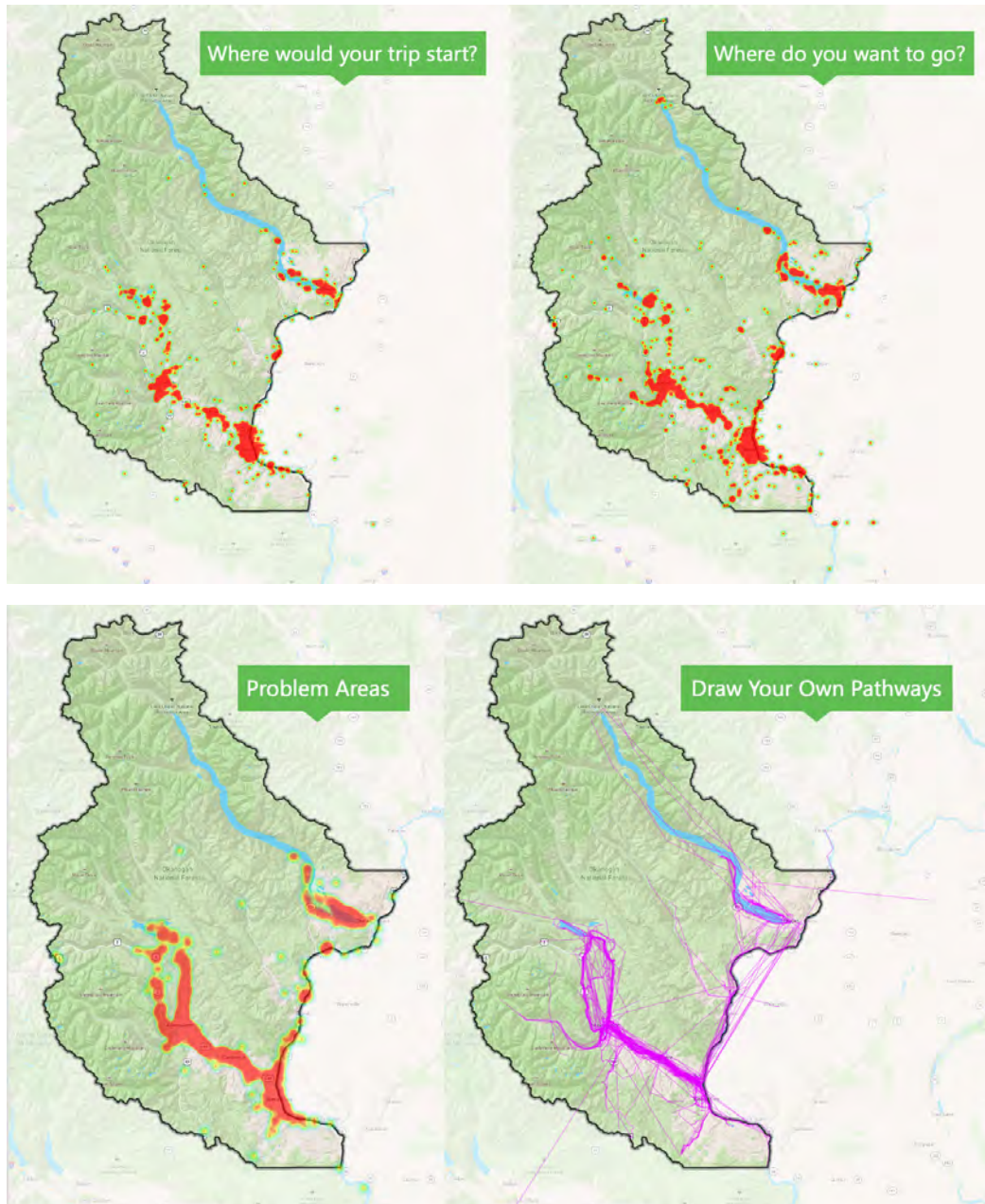
¹ Latent demand is the potential non-motorized trips based on characteristics of trip origins and destinations



Objective 1.1 - Connectivity

Address known system gaps, deficiencies, and latent demand that may offer improved access to popular destinations

Community feedback yielded the more targeted focus area for future system improvements when survey respondents were asked to map origins and destinations, identify problem areas, and to map preferred routes.



Distributions of preferred active transportation origins and destinations were found to be relatively similar. Destinations to key recreation areas such as Lake Chelan and Lake Wenatchee tended to be spread out farther, while origins were more concentrated in populated areas.



Objective 1.2 - Equity

Improve mobility options evenly to all

To help ensure active transportation mobility is improved evenly across all groups and specifically to more vulnerable populations, the Center for Disease Control Social Vulnerability Index (CDC SVI)¹ was utilized to weigh the focus corridors against equity concerns. Intended as a measure of resiliency from a hazardous event, the CDC SVI ranks census tracts on 15 social factors which are grouped into four related themes: socioeconomic status, household composition, race/ethnicity/language, and housing/transportation. Factors are combined into a single measure from 0 to 1 where 1 indicates a high degree of vulnerability and 0 represents low vulnerability. Figure 7 shows how the CDC SVI is mapped relative to focus corridors.

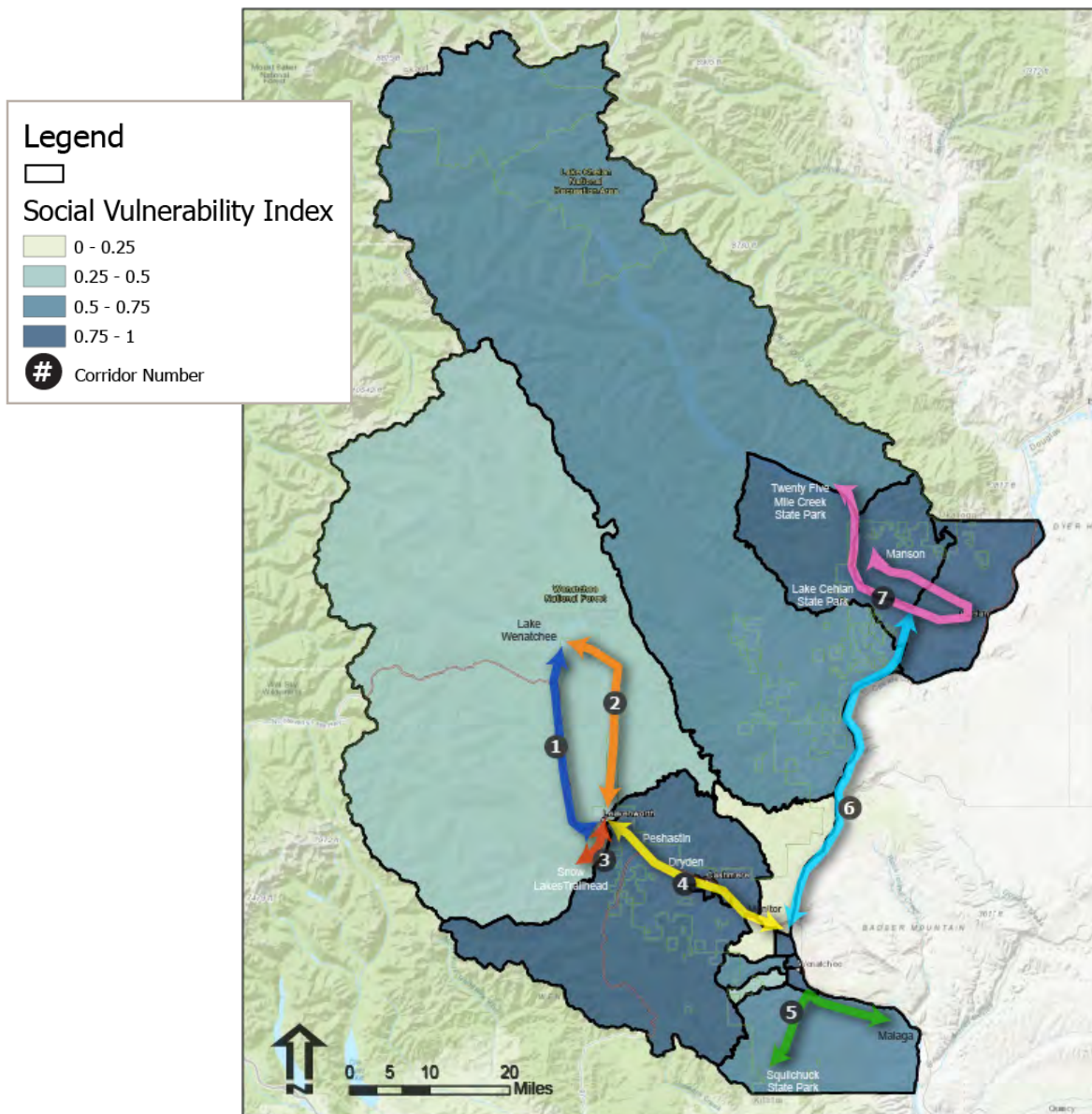


Figure 7 - Social Vulnerability Index
(Source: Agency for Toxic Substances and Disease Registry)

¹ CDC/ATSDR Social Vulnerability Index measures the potential negative effects on communities caused by external stresses. <https://www.atsdr.cdc.gov/placeandhealth/svi/index.html>



Objective 2.2 - Opportunities & Partnerships

Align funding and partnerships with other transportation projects and funding sources

Successful implementation and ongoing stewardship of pathways will take coordination among various jurisdictions, agencies, and private partners. Transportation projects must be aligned with all affected parties. Each corridor has been evaluated for prioritization based on known and potential opportunities for project alignment and partnerships with various funding agencies.

Objective 3.1 - Safety

Reduce the chances of conflict with other transportation modes

Mapped problem areas identified by survey respondents, as well as known 5-year (2015-2020) pedestrian and bicycle crash data from WSDOT, was utilized to evaluate safety concerns for each of the focus corridors. The map in Figure 9 shows both metrics combined. None of the identified corridors, however, have been deemed “safe” for all user groups, even in the absence of issue “hot spots” or crash data. The lack of adequate safety treatments for active transportation deters use of the corridor as a whole, and in effect, creates large system gaps and therefore limits the amount of data available.



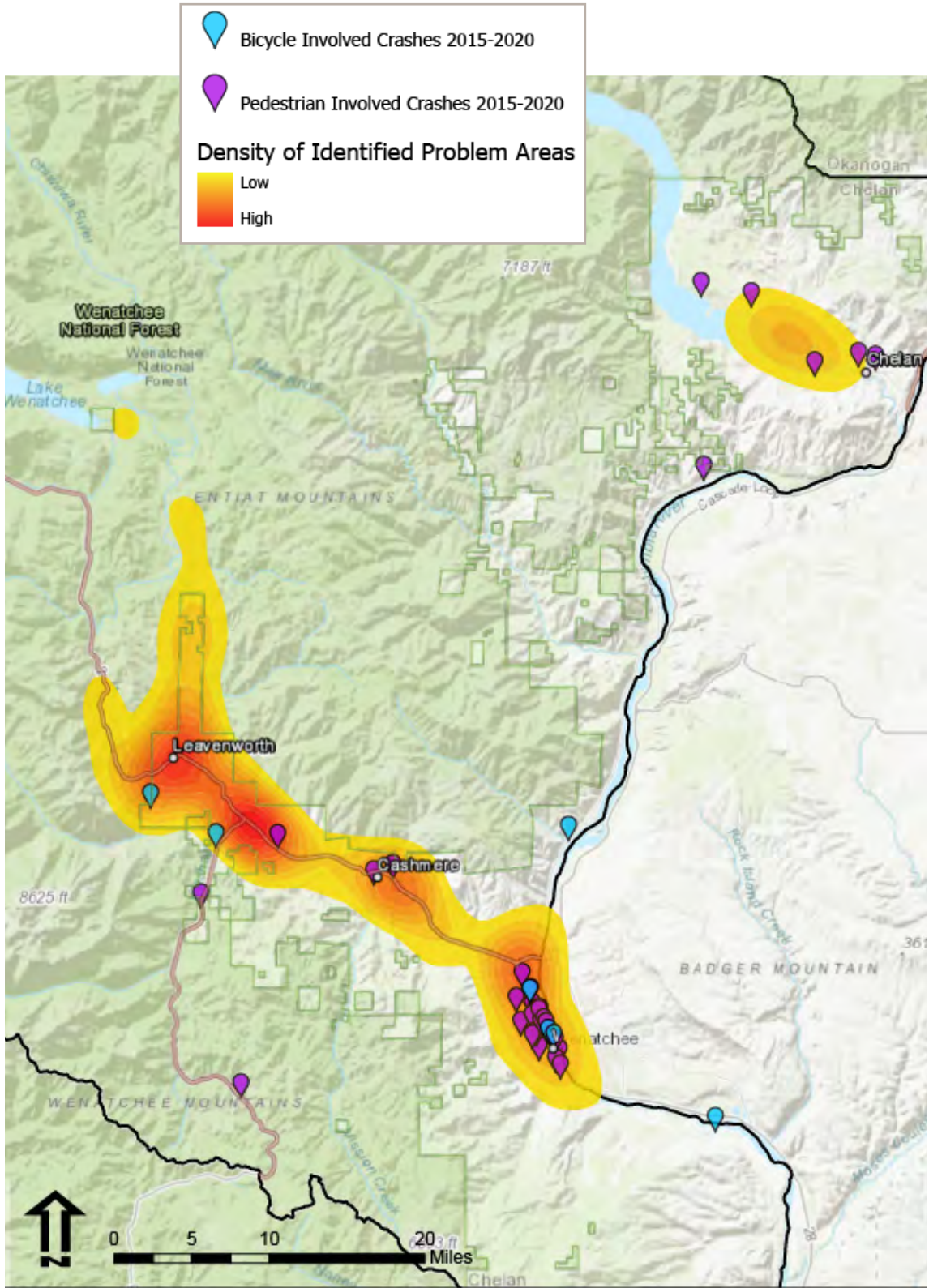


Figure 9 - 5-year (2015-2020) pedestrian and bicycle crash data (Source: WSDOT) with overlaid survey respondent problem areas



Objective 3.2 - Health

To evaluate opportunities for improving health outcomes for each focus corridor, levels of physical inactivity by census tract was derived from the CDC PLACES project¹, which helps to better understand geographic distribution of health-related outcomes (See Figure 10). On the map, the larger the number and darker the color the higher the level of physical inactivity.

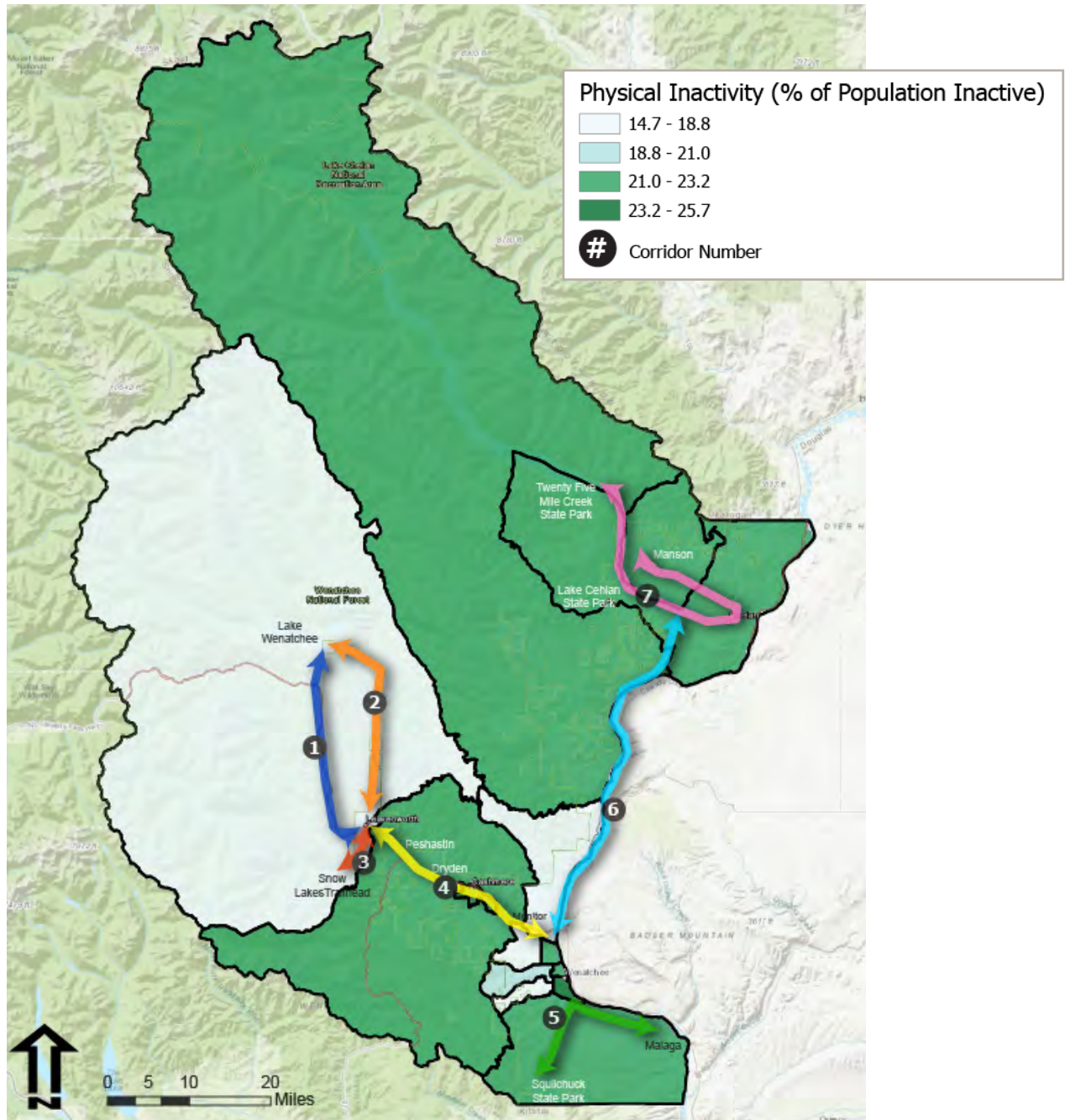


Figure 10 - Physical Inactivity (Source: CDC)

1 PLACES, Local Data for Better Health. Centers for Disease Control and Prevention (CDC) in partnership with the Robert Wood Johnson Foundation (RWJF) and CDC Foundation. <https://www.cdc.gov/places/about/index.html>



Corridor 1 | Leavenworth to Lake Wenatchee - West

Summary

This corridor is broken up into two segments—one along US 2 and another along SR 207 to connect Leavenworth to Lake Wenatchee. Different possibilities exist to create adequate bike and pedestrian facilities along this corridor, but the main challenges will be navigating steep terrain and the Wenatchee River. Safety is the greatest concern along these high-traffic, high-speed roadways and public input indicated significant latent demand for this corridor. Problem areas were identified that indicated a need for wider shoulders, better signage, safer corners, and separate designated pathways.

Segments

- 1.A Lake Wenatchee to Coles Corner in Winton
- 1.B Coles Corner to Leavenworth



Corridor 1 shown with identified segments and select geo-located survey comments



Corridor 1 Evaluation

Would improvements to this corridor **meet**, **significantly meet**, or **highly meet** plan objectives?

| GOALS | OBJECTIVES | |
|--|---|--|
| Connectivity for All | 1.1 Connectivity | 1.2 Equity |
| | Significantly Meets Objective | Meets Objective |
| | Public input showed demand for pathways through this corridor, and it connects one of the county's major cities, Leavenworth, to popular recreation areas. It also creates a complete loop with Corridor 2. | Social vulnerability is in the 0.25-0.5 range, which is lower when compared to other focus corridors. |
| Recognizing Opportunities | 2.1 Economic Development | 2.2 Opportunities & Partnerships |
| | Highly Meets Objective | Highly Meets Objective |
| | This corridor has a lot of potential to provide new recreational opportunities from between popular tourist and recreation destinations. | A significant number of opportunities and potential partnerships exist in this corridor, including with the City of Leavenworth, Washington State Parks, the National Forest Service, and WSDOT. |
| Improving Health & Safety for All | 3.1 Safety | 3.2 Health |
| | Highly Meets Objective | Meets Objective |
| | Improvements would have a major impact on safety. Current conditions require non-motorized users to use the highway at times, and there are a number of bridges and roads without shoulders. | This is a much more physically active area when compared to the rest of the county. While all new pathways have positive impacts on accessibility to physical activity, this corridor would have less of an impact relative to others. |



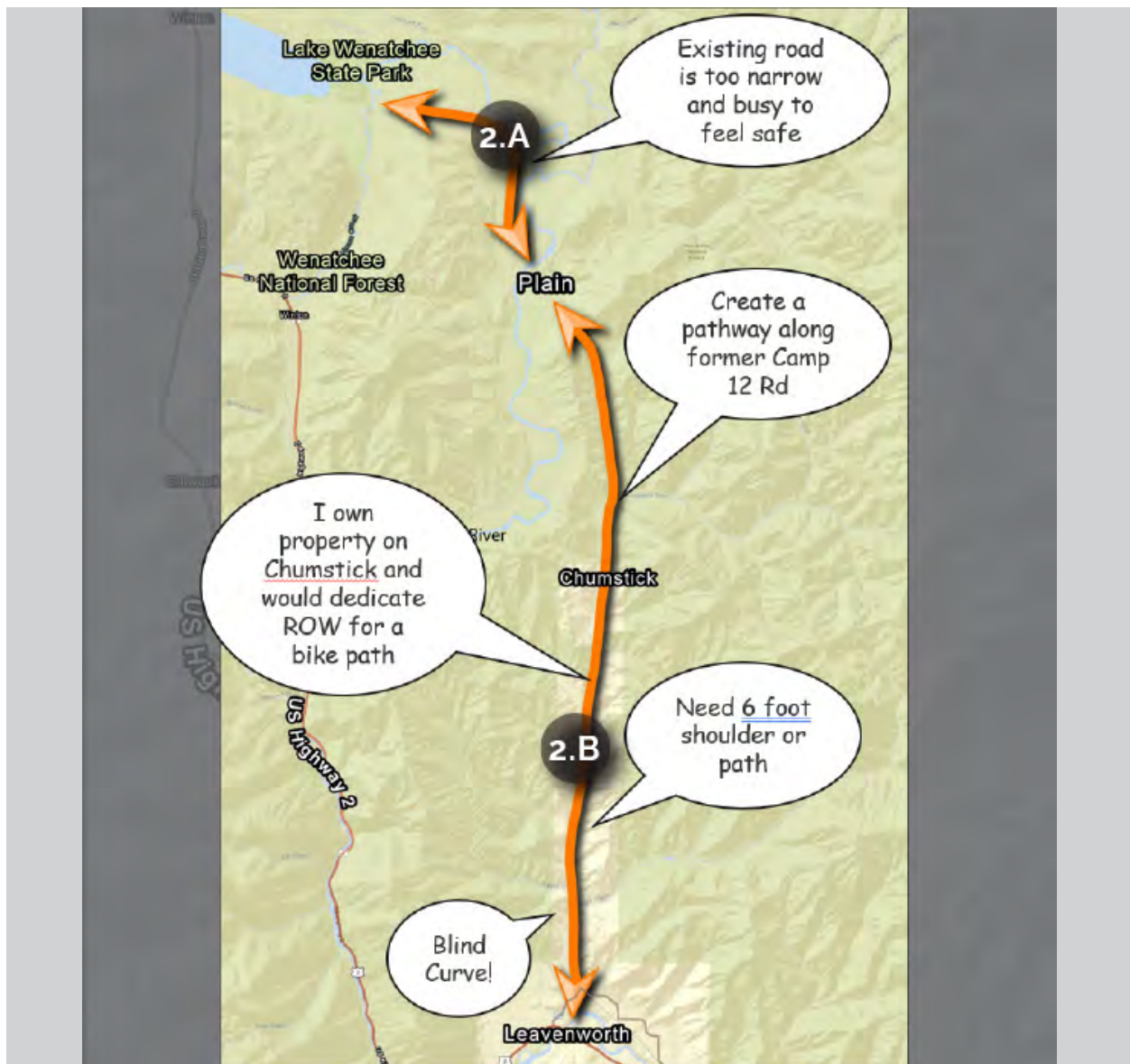
Corridor 2 | Leavenworth to Lake Wenatchee - East

Summary

This corridor is broken up into two segments. Different possibilities exist to create adequate bike and pedestrian facilities along this corridor, but the main challenges will be navigating steep terrain and a winding road along the Chumstick Highway. Safety will be a key concern, ensuring that non-motorized users have appropriate space and protection from motorized traffic. Public input indicated latent demand for this corridor, and problem areas were identified that indicated a need for wider shoulders, better signage, safer corners, and separate designated pathways.

Segments

- 2.A Lake Wenatchee to Plain
- 2.B Plain to Leavenworth



Corridor 2 shown with identified segments and select geo-located survey comments



Corridor 2 Evaluation

Would improvements to this corridor **meet**, **significantly meet**, or **highly meet** plan objectives?

| GOALS | OBJECTIVES | |
|--|--|---|
| Connectivity for All | 1.1 Connectivity | 1.2 Equity |
| | Significantly Meets Objective | Meets Objective |
| | Public input shows demand for pathways through this corridor, and it connects one of the county's major cities to a popular recreation area and more remote/rural population centers like Plain and Chumstick. It also creates a complete loop with Corridor 1. | Social vulnerability is in the 0.25-0.5 range, which is lower when compared to other focus corridors. |
| Recognizing Opportunities | 2.1 Economic Development | 2.2 Opportunities & Partnerships |
| | Highly Meets Objective | Highly Meets Objective |
| | This corridor has a lot of potential to provide new recreational opportunities between popular tourist destinations and popular recreation destinations. | A significant number of opportunities and potential partnerships exist in this corridor, including with the City of Leavenworth, Washington State Parks, the National Forest Service, and adjacent property owners. |
| Improving Health & Safety for All | 3.1 Safety | 3.2 Health |
| | Significantly Meets Objective | Meets Objective |
| | Improvements would have a significant impact on safety. Current conditions require non-motorized users to use the highway at times and there are a number of bridges and roads without shoulders. The winding nature of the road also limits sight distance for travelers. | This is a much more physically active area when compared to the rest of the county (Figure 10). While all new pathways have positive impacts on accessibility to physical activity, this corridor would have less of an impact than others. |



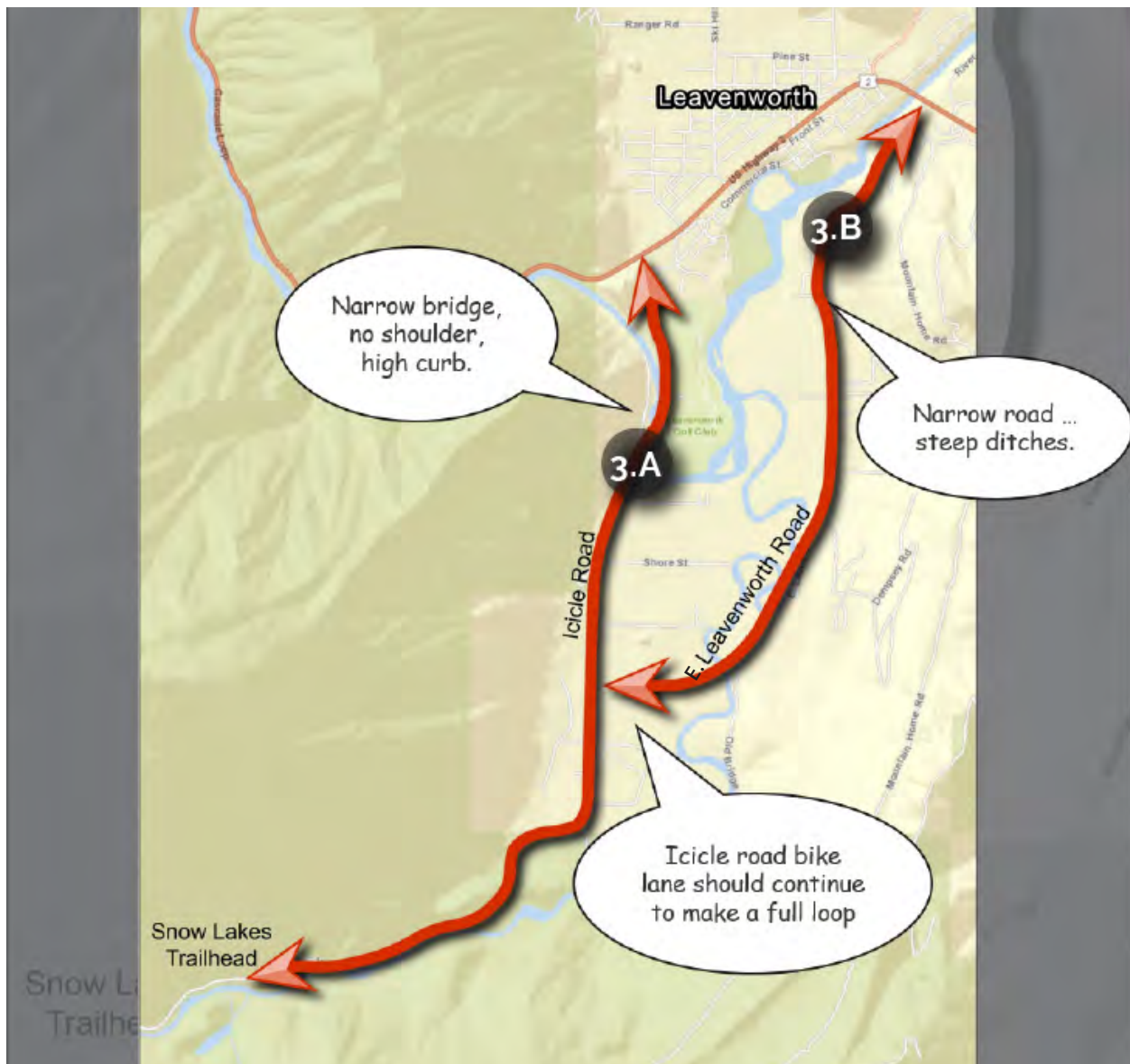
Corridor 3 | Icicle & East Leavenworth Roads

Summary

This corridor creates a loop around the south side of Leavenworth and stretches to the Snow Lakes Trailhead on Icicle Road. The corridor connects to Leavenworth’s system of trails and pathways to complete the loop. The main challenge on this corridor will be finding proper space for non-motorized traffic on narrow roadways and bridges. Public input indicated a very high demand for the loop path on East Leavenworth and Icicle Roads, and less but still significant demand for an extension to the Snow Lakes Trailhead. Pathway systems may extend beyond the Snow Lakes Trailhead in the future, but there was less need identified for further extensions at this point. Public comments on problem areas identified a need for wider shoulders, better signage, and separated bike lanes or pathways.

Segments

- 3.A Icicle Road
- 3.B Leavenworth Road



Corridor 3 shown with identified segments and select geo-located survey comments



Corridor 3 Evaluation

Would improvements to this corridor **meet**, **significantly meet**, or **highly meet** plan objectives?

| GOALS | OBJECTIVES | |
|--|---|--|
| Connectivity for All | 1.1 Connectivity | 1.2 Equity |
| | Highly Meets Objective | Meets Objective |
| | Public input shows high demand for the loop pathway, and the Snow Lakes Trailhead extension connects one of the county's major cities to a popular recreation area. | Social vulnerability is in the 0.25-0.5 range, which is lower when compared to other focus corridors. |
| Recognizing Opportunities | 2.1 Economic Development | 2.2 Opportunities & Partnerships |
| | Highly Meets Objective | Significantly Meets Objective |
| | This corridor has a lot of potential to provide new recreational opportunities from between popular tourist destinations and popular recreation destinations. | A significant number of opportunities and potential partnerships exist in this corridor, including with the City of Leavenworth, local recreation-based businesses, and the National Forest Service. |
| Improving Health & Safety for All | 3.1 Safety | 3.2 Health |
| | Highly Meets Objective | Meets Objective |
| | Improvements would have a major impact on safety. Current conditions require non-motorized users to use the roadway at times through these highly-trafficked roadways, and there are a number of bridges and roads without shoulders. | This is a much more physically active area when compared to other corridors. While all new pathways have positive impacts on accessibility to physical activity, this corridor would have less of an impact than others. |



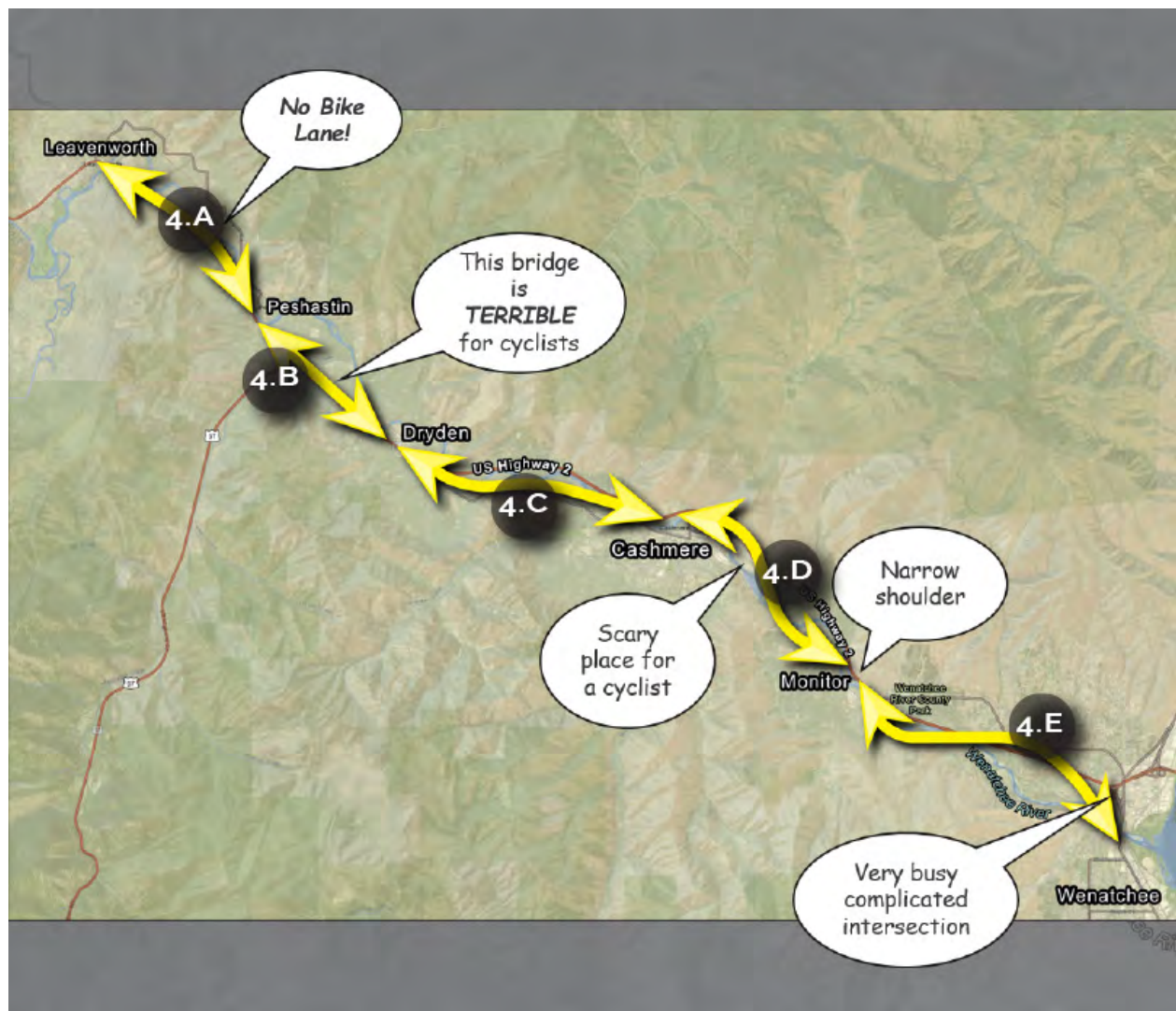
Corridor 4 | Leavenworth to Wenatchee

Summary

Overwhelmingly popular from survey results, this corridor ranked high for most plan objectives and provides a unique economic development opportunity for the region. Public input demonstrated significant latent demand for multimodal improvements. Safer and more appealing connections would also have significant regional impacts, connecting multiple communities and three cities through one of the busiest travel corridors in the county. A multimodal route would generally parallel the existing alignment of US 2, though each segment proposes alternative alignments that may offer better opportunities.

Segments

- 4.A Leavenworth to Peshastin
- 4.B Peshastin to Dryden
- 4.C Dryden to Cashmere
- 4.D Cashmere to Monitor
- 4.E Monitor to Wenatchee



Corridor 4 shown with identified segments and select geo-located survey comments



Corridor 4 Evaluation

Would improvements to this corridor **meet**, **significantly meet**, or **highly meet** plan objectives?

| GOALS | OBJECTIVES | |
|--|---|--|
| Connectivity for All | 1.1 Connectivity | 1.2 Equity |
| | Highly Meets Objective | Highly Meets Objective |
| | Public input demonstrated a high degree of latent demand for this corridor, which connects three of cities as well as multiple unincorporated communities. | The social vulnerability through most of this corridor is in the high range. Expanding access to pathways would create new transportation and recreational opportunities for vulnerable populations. |
| Recognizing Opportunities | 2.1 Economic Development | 2.2 Opportunities & Partnerships |
| | Highly Meets Objective | Highly Meets Objective |
| | This corridor expands access to outdoor recreational opportunities between popular tourist destinations and provides new opportunities for rural areas to access job centers. | With multimodal connections that have long been sought by many regional partners, many funding and partnership opportunities exist for implementing needed improvements. |
| Improving Health & Safety for All | 3.1 Safety | 3.2 Health |
| | Highly Meets Objective | Significantly Meets Objective |
| | Improvements would have a major impact on safety. Current conditions require non-motorized users to use the highway at times and there are a number of bridges and roads without shoulders. | The rate of physical inactivity is in the mid to high range through most of the corridor, indicating that more than one in five people are not getting a healthy amount of physical activity. New pathways would provide additional places to walk, jog, or bicycle. |



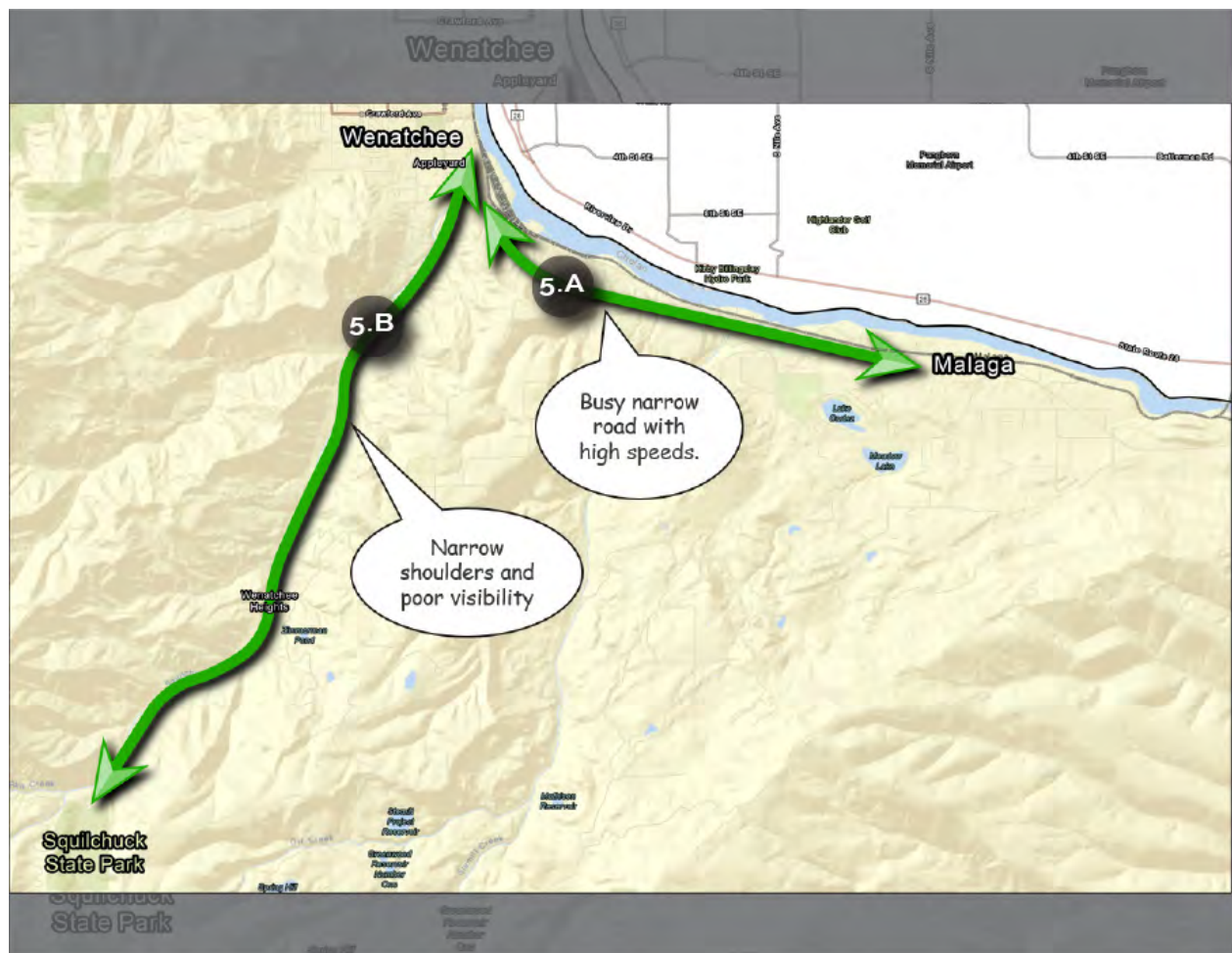
Corridor 5 | South of Wenatchee

Summary

The need for connections to destinations south of Wenatchee were identified in the public survey. While Wenatchee to Malaga was a particularly sought-after route, there were also respondents who wanted connections to the various outdoor-recreation areas and hiking/biking trails in this region. This corridor provides the desired connection to Malaga and provides an additional extension to Squilchuck State Park. This extension to Squilchuck provides a safe starting point for pathways out to other recreation areas. Although a route with less demand from by survey respondents, safety improvements to this route will help provide additional recreational access.

Segments

- 5.A Wenatchee to Malaga
- 5.B Wenatchee to Squilchuck State Park



Corridor 5 shown with identified segments and select geo-located survey comments



Corridor 5 Evaluation

Would improvements to this corridor **meet**, **significantly meet**, or **highly meet** plan objectives?

| GOALS | OBJECTIVES | |
|--|---|---|
| Connectivity for All | 1.1 Connectivity | 1.2 Equity |
| | Meets Objective | Significantly Meets Objective |
| | There is some demand for pathways through this corridor. It connects one of the county's major cities to a popular recreation area and a more remote/rural community in Malaga. It's overall impact on regional connectivity, though, is less than that of other corridors. | The social vulnerability through most of this corridor is in the medium range. Expanding access to pathways would create new transportation and recreational opportunities for vulnerable populations. |
| Recognizing Opportunities | 2.1 Economic Development | 2.2 Opportunities & Partnerships |
| | Significantly Meets Objective | Meets Objective |
| | This corridor expands access to outdoor recreational opportunities between a major city and a popular recreation area, as well as providing new opportunities for rural areas to access job centers. | There are fewer opportunities for partnerships and development through this corridor, although some promising ones include partnering with Washington State Parks and the City of Wenatchee. |
| Improving Health & Safety for All | 3.1 Safety | 3.2 Health |
| | Significantly Meets Objective | Highly Meets Objective |
| | Improvements to this corridor will provide a moderate amount of additional safety for non-motorized users. Current conditions require non-motorized users to use the busy roadways at times, and there are a number of road sections without shoulders. | The rate of physical inactivity is in the high range through this corridor, indicating that almost one in four people are not getting a healthy amount of physical activity. New pathways would have a significant impact to public health by providing additional places to walk, jog, or bicycle. |



Corridor 6 | Wenatchee to Lake Chelan

Summary

This corridor represents the county's major north-south non-motorized route. Public input demonstrated significant latent demand for multimodal improvements in this corridor. Safer and more appealing connections would also have significant regional impacts, with new access to more inaccessible communities such as Entiat. A multimodal route would generally follow the existing alignment of US 97A due to the geographical constraints of the steep terrain and the Columbia River.

Segments

- 6.A Wenatchee to Entiat
- 6.B Entiat to US 97A & Stayman Flats Road
- 6.C Stayman Flats Rd & US 97A to South Shore of Lake Chelan



Corridor 6 shown with identified segments and select geo-located survey comments



Corridor 6 Evaluation

Would improvements to this corridor **meet**, **significantly meet**, or **highly meet** plan objectives?

| GOALS | OBJECTIVES | |
|--|---|---|
| Connectivity for All | 1.1 Connectivity | 1.2 Equity |
| | Highly Meets Objective | Significantly Meets Objective |
| | This is one of the only feasible alignments to provide non-motorized access to the county's northern communities. This connector is a vital piece of the pathway network and connects the existing trail networks of multiple cities. | The social vulnerability through most of this corridor is in the medium range. Expanding access to pathways would create new transportation and recreational opportunities for vulnerable populations. |
| Recognizing Opportunities | 2.1 Economic Development | 2.2 Opportunities & Partnerships |
| | Highly Meets Objective | Significantly Meets Objective |
| | This corridor expands access between two cities and a popular recreation area, as well as providing new opportunities for rural areas to access job centers. | There are opportunities for partnerships and development through this corridor including connections to the City of Wenatchee's trail system, the City of Entit's trail system, and working with WSDOT if aligned with US 97A. |
| Improving Health & Safety for All | 3.1 Safety | 3.2 Health |
| | Highly Meets Objective | Highly Meets Objective |
| | Improvements to this corridor would provide substantial additional safety for non-motorized users. Current conditions require non-motorized users to use the busy highway at times, and there are a number of road sections without shoulders, with steep terrain, and fast moving traffic. | The rate of physical inactivity is in the high range through most of this corridor, indicating that almost one in four people are not getting a healthy amount of physical activity. New pathways would have a significant impact to public health by providing additional places to walk, jog, or bicycle. |



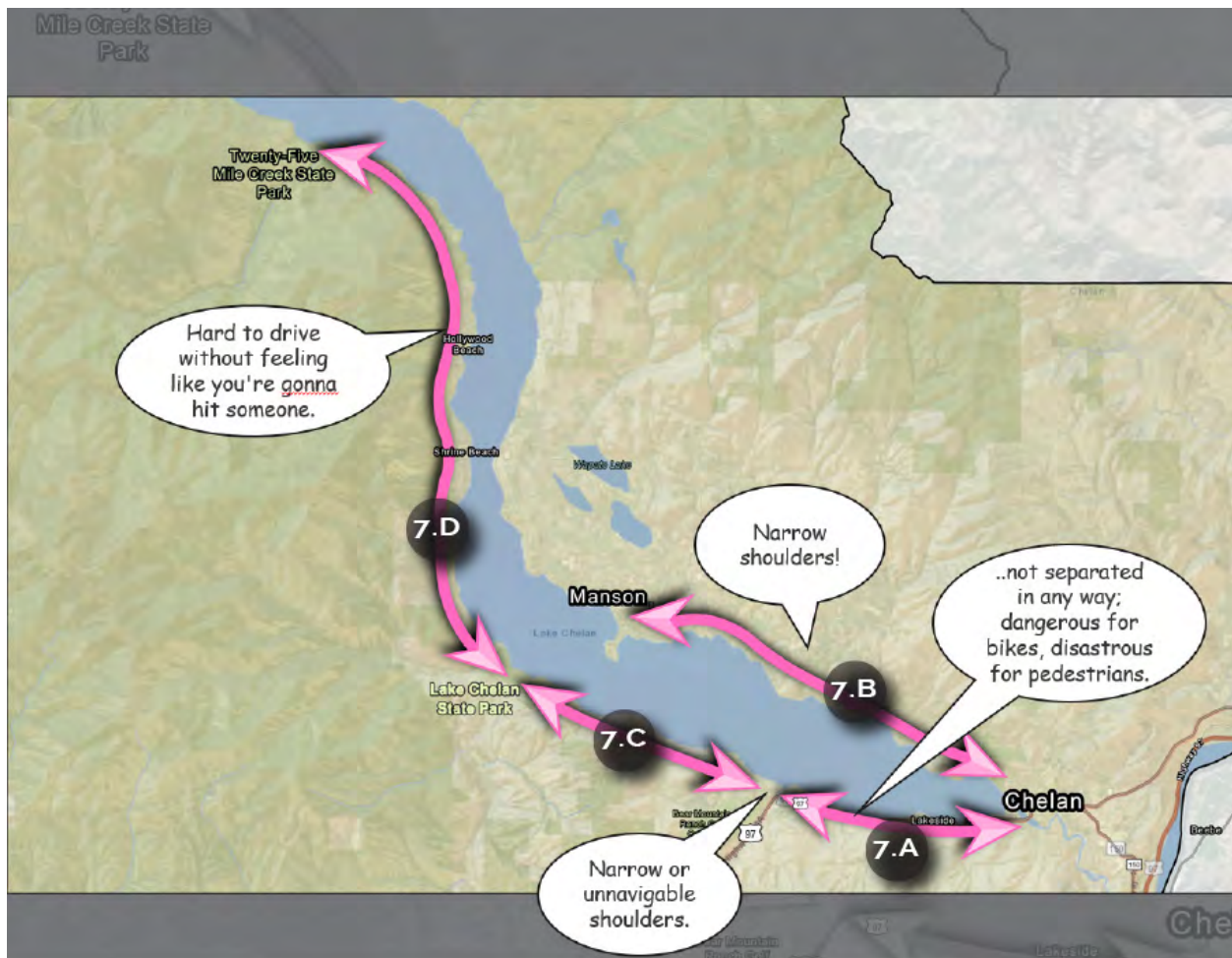
Corridor 7 | Shore of Lake Chelan

Summary

This corridor provides opportunities for new, safe access to multiple destinations along the shore of Lake Chelan. The public survey showed a moderate level of demand for connections around the lake between Twenty-Five Mile Creek State Park and Manson. Existing conditions of narrow roads with moderate traffic also make improvements in this corridor very important. This is another popular tourist destination in the county as well, providing plenty of opportunities along this corridor for economic development and recreation.

Segments

- 7.A SR 97A & South Lakeshore Road to City of Chelan
- 7.B City of Chelan to Manson
- 7.C S Lakeshore Rd US 97A to Lake Chelan State Park
- 7.D Lake Chelan State Park to Twenty-Five Mile Creek State Park



Corridor 7 shown with identified segments and select geo-located survey comments



Corridor 7 Evaluation

Would improvements to this corridor **meet**, **significantly meet**, or **highly meet** plan objectives?

| GOALS | OBJECTIVES | |
|--|--|---|
| Connectivity for All | 1.1 Connectivity | 1.2 Equity |
| | Significantly Meets Objective | Highly Meets Objective |
| | This route connects Chelan with popular recreation and tourist destinations, with potential for further connectivity all the way around the lake. | The social vulnerability through most of this corridor is in the high range. Expanding access to pathways would create new transportation and recreational opportunities for vulnerable populations. |
| Recognizing Opportunities | 2.1 Economic Development | 2.2 Opportunities & Partnerships |
| | Highly Meets Objective | Highly Meets Objective |
| | This corridor has major potential to be a big economic draw, attracting tourists and local outdoor recreation enthusiasts. | There are plentiful opportunities for partnerships and development through this corridor including connections to the City of Chelan’s trail system, Washington State Parks, WSDOT, and local recreation-based businesses. |
| Improving Health & Safety for All | 3.1 Safety | 3.2 Health |
| | Highly Meets Objective | Highly Meets Objective |
| | Improvements to this corridor could provide substantial additional safety for non-motorized users. Current conditions require non-motorized users to use the busy roadways at times. There are a number of road sections without shoulders and with steep terrain or shoreline on either side. | The rate of physical inactivity is in the high range through most of this corridor, indicating that almost one in four people are not getting a healthy amount of physical activity. New pathways could have a significant impact to public health by providing additional places to walk, jog, or bicycle. |



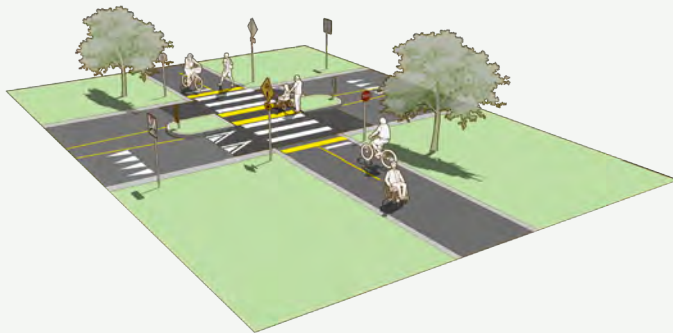
Recommended Pathway Types

Overview

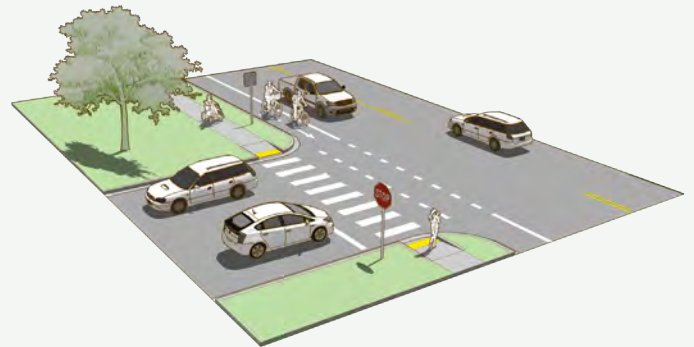
Within each of the focus corridors, four general pathway types are recommended for various segment alignments as shown in Appendix A. They are categorized by their degree of separation from the roadway as identified in the Small Town and Rural Design Guide¹.

¹ Small Town and Rural Design Guide: Facilities for Walking and Biking. ALTA. <https://ruralsdesignguide.com/>

Seperated Shared Use Paths

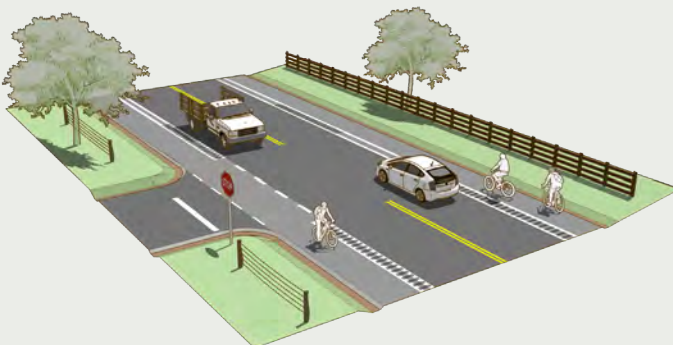


Bike Lanes with Sidewalks



MORE SEPARATION

Paved Shoulder



Shared Roadway



LESS SEPARATION



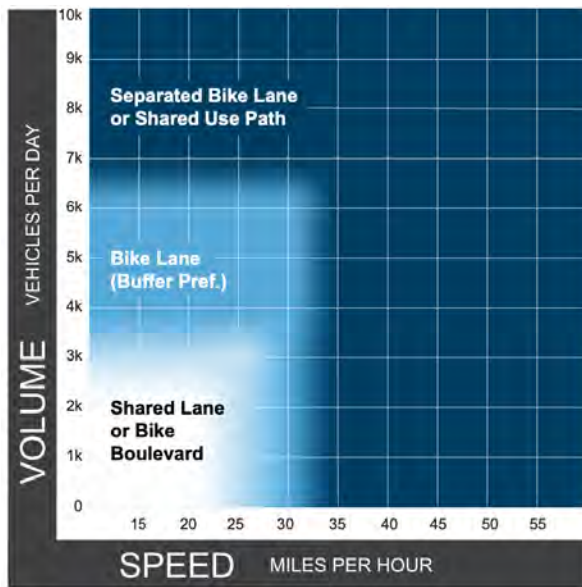


Figure 11 - Preferred Bikeway Type Guide (Source: FHWA Bikeway Selection Guide)

Recommendations for pathway types for various corridor segments are based on factors including existing physical constraints, vehicle volumes, user types, identified safety concerns, and overall demand, as demonstrated by survey respondents and steering committee input. General guidance for pathway types (also known as “facilities”), based on vehicle volume and speed, is also provided by WSDOT in Chapter 1520 of its design manual. This guidance is summarized in Figure 11.

Considerations

Separated shared use paths require the most effort to implement because they involve new construction and potentially moving the curb line. Bike lanes and paved shoulders require a moderate level of effort to implement, typically requiring new paint, rumble strips, signage, and/or landscaping. Shared roadways require the least amount of effort because they simply require existing roadways to accommodate non-motorized traffic as they already exist with minimal interventions such as sharrows, signs, and speed bumps.

The type of user and general demand are also considered in recommending pathway types. According to the FHWA’s Bikeway Selection Guide, bicyclists typically fall into one of three categories: highly confident, somewhat confident, and interested but concerned. Per Figure 12, the interested but concerned category of users is the largest group. This category makes up over half of the general population, which stresses the importance of separated or buffered pathways where feasible. People in this category are much less likely to use a pathway if appropriate infrastructure is not provided.

The following more detailed descriptions of each pathway type are based off the U.S. Department of Transportation Federal Highway Administration sponsored Small Town and Rural Multimodal Networks (2016).

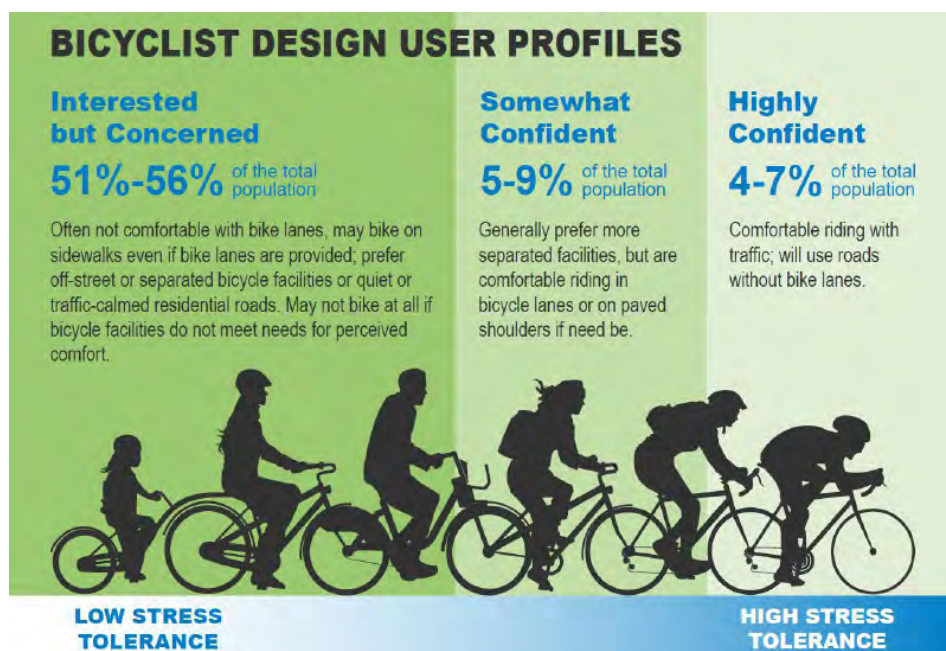


Figure 12 – User profiles of cyclists (Source: FHWA Bikeway Selection Guide)





Images Source: Small Town and Rural Multimodal Networks, U.S. Department of Transportation

Separated Shared Use Path

Physically separated shared use paths generally provide a low stress experience for a variety of active transportation users of all ages and abilities. In some cases, they may provide a more direct alternative routes to neighborhoods or recreation areas to the benefit of local residents. Particularly when routed to popular recreation areas, separated shared use paths may also support tourism

- ◆ Dedicated for a variety of active transportation uses
- ◆ Low stress and appropriate for all ages and abilities
- ◆ May provide alternative routes to destinations
- ◆ Provides recreational options for residents
- ◆ Supports tourism



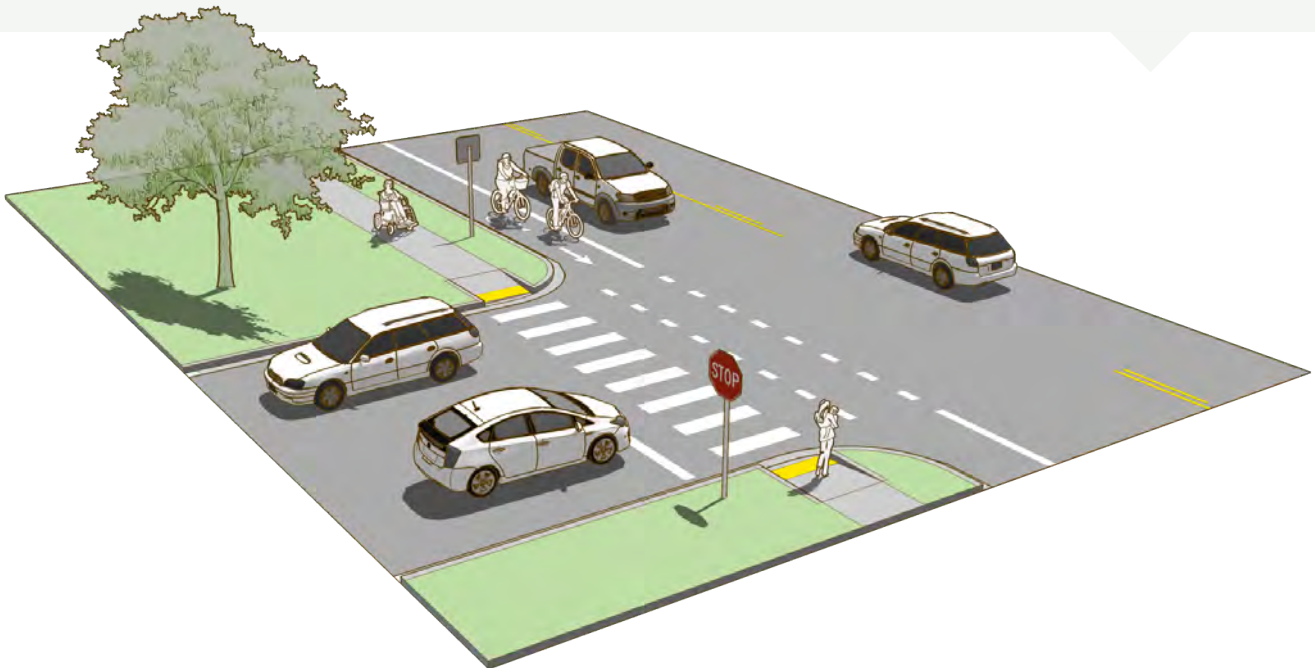


Images Source: Small Town and Rural Multimodal Networks, U.S. Department of Transportation

Bike Lanes with Sidewalks

Visually separated bike lanes where sidewalks are also present provide a good degree of safety, where clear delineations are marked between different modes of travel. In Chelan County, these types of facilities might be appropriate in more built-up areas where there is more pedestrian activity and vehicle speeds are slow to moderate.

- ◆ Provides additional separation for pedestrians
- ◆ Maintains connections through more built-up areas
- ◆ Bike lanes provide visual cues for motorists
- ◆ Appropriate for streets with moderate volumes and speeds



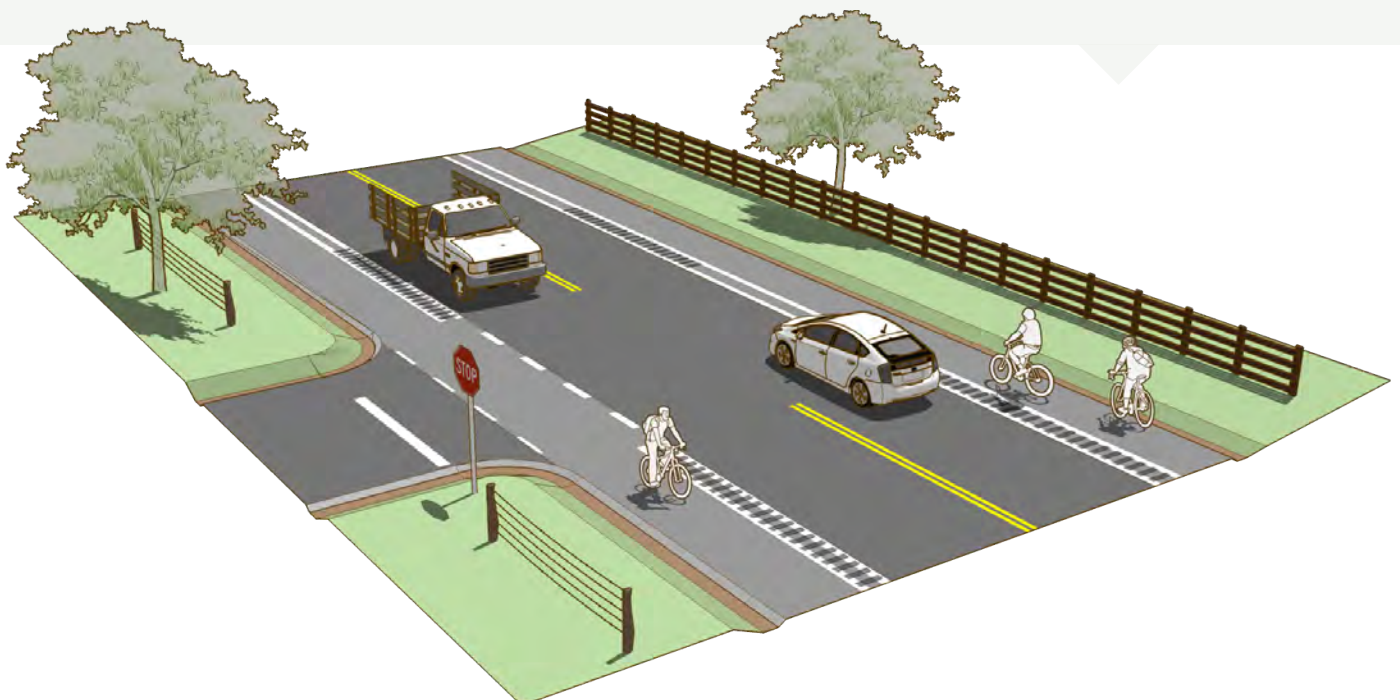


Images Source: Small Town and Rural Multimodal Networks, U.S. Department of Transportation

Paved Shoulder

Paved shoulders create functional spaces for bicyclists as well as pedestrians in the absence of other more separated facilities. Enhanced markings, colored or contrasted pavement, and edge-line rumble strips are sometimes employed to provide more visual separation and improved safety. Paved shoulders can reduce “struck from behind” bicycle crashes, as well as pedestrian related crashes along the side of roads by delineating use separation. Depending on roadway design speed, and the accommodation of trucks and agricultural equipment, they may require wider roadways

- ◆ Advantages for all roadway users by visual separation of use
- ◆ Reduces crashes for cyclists and pedestrians
- ◆ Improves cycling experience
- ◆ Alternative for pedestrians in low populated areas
- ◆ Appropriate for roads with moderate to high volumes and speeds





Images Source: Small Town and Rural Multimodal Networks, U.S. Department of Transportation (2016)

Shared Roadway

A mixed traffic facility, shared roadways are intended to provide low stress cycling within a roadway where vehicles are also present but where bicycles are offered priority. They are most appropriate on local streets with low volumes and low traffic speeds. Visual cues such as bicycle markings within travel lanes (sharrows) along with appropriate signage is often used in order to calm traffic and blend uses safely. They may also improve experiences for pedestrians where sidewalks and enhanced crossings are present.

- ◆ Increases comfort for cyclists by reducing auto speed
- ◆ May offer designated routes to connect local residents to destinations
- ◆ Reduces incidents of serious injury due to slower “calmed” traffic speeds
- ◆ Improves quality of life through slowing traffic
- ◆ Appropriate for roads with low volumes and speeds



Implementation

The following represents identified actions and prioritizations the County and partners may take to begin implementing this plan. This section includes a corridor prioritization matrix followed by next steps and other recommendations to help realize the Multimodal Pathways Plan vision. A detailed list of potential funding opportunities may be found in Appendix B. Principal implementation partners may include but are not necessarily limited to the Chelan-Douglas Transportation Council, the Chelan-Douglas Regional Port Authority, WSDOT,

the WS Department of Commerce, the WS Transportation Improvement Board as well as various federal agencies.

Each corridor was weighted against the Plans goals and objectives, as outlined in the Issues and Opportunities section. It should be recognized that unforeseen opportunities and challenges may arise, and priorities may need to shift in order to respond to new circumstances.



Image Source: Chelan Douglas Regional Port Authority



Next Steps

1. Choose Route Alignments for Each Segment

Active transportation partners should choose specific route alignments offered in Appendix A, beginning with corridors ranked with the highest priority and engage property owners along the routes early in the process. Ongoing maintenance of proposed alignments should also be factored, taking seasonal considerations into account.

2. Incorporate Projects Identified into the County's 6-year Transportation Improvement Program (TIP)

Chelan County should incorporate identified pathway projects into the 6-year TIP in order to become eligible for a variety of funding options.

3. Incorporate Pathway Projects into the Parks and Rec and/or Economic Development element(s) of the County Comprehensive Plan

At the next periodic update of the County Comprehensive Plan, which is slated for 2023, the County may incorporate prioritized pathway projects into the Parks and Recreation and/or Economic Development elements in order to authorize various funding strategies (see Appendix B) for pathway improvements.

4. Incorporate Alignments into the County's Capital Facilities Element of the Comprehensive Plan

Chelan County should incorporate alignments into the Capital Facilities Element (CFE) of the Comprehensive Plan pursuant to RCW 36.70A.120 which may also open up a variety of funding mechanisms for pathway

system improvements. The County may also evaluate the existing parks and rec element and incorporate all valid improvements into the CFE.

5. Name the Preferred Routes

Communities along the corridors should be engaged to establish a name or brand identity for each of the corridors and/or individual segments. Naming can have a powerful effect on public interest—garnering additional support and bringing new partners into pathway efforts.



Figure 13 - Genesee River Trail (Source: Eli Griffen, Rails to Trails)

6. Develop a Wayfinding and Interpretive Sign Plan

Although certain sign standards apply per the Manual on Uniform Traffic Control Devices (MUTCD) which is issued by the Federal Highway Administration, more unique wayfinding and interpretive signage should also be considered for future design and implementation. Wayfinding is an important aspect of multimodal transportation because it helps visitors, newcomers, and residents navigate around barriers to safely reach their destination¹. Wayfinding can also inform users which types of modes are allowed where and how, thereby reducing mode conflicts. With the emergence of

¹ Wenatchee Valley Bicycle Master Plan, 2018 Update to the 2013 Bicycle Master Plan



micromobility vehicles, proper signage may become especially critical for safety. Wayfinding plans typically assess existing signs and supporting infrastructure and then identify decision points to target for directional cues. The County may consider leveraging some of the work completed in the Wenatchee Valley Bicycle Master Plan update of 2018 to provide consistent wayfinding design treatments throughout the study focus area. The County should also consider planning for interpretive signage opportunities at select locations which may include recreational, historic, and cultural destinations.

Recommendations

Incorporate Alignments into other Transportation Improvement Programs (TIPs)

Once alignments are identified, the Chelan-Douglas Transportation Council may incorporate them into Regional Transportation and Bike Plans. Individual municipalities should consider identified pathway alignments when drafting or amending their 6-year TIP and Capital Facilities elements of their Comprehensive Plans to ensure network consistency and enable funding opportunities.

Evaluate Existing Land Use and Development Policies

Land use and development policies along identified corridors and segments should be evaluated for consistency with multimodal pathway planning efforts. As new development occurs, subdivision and zoning regulations, in particular, should be analyzed to ensure requirements and/or incentives align with the County's Comprehensive Plan goals, policies and capital facilities element as it relates to pathway routes.

Utilize Local Lodging Taxes for Pathway Improvements

Survey respondents responded favorably to utilizing visitor taxes for pathway improvements (see Appendix B). Chelan County code Chapter 6.30 authorizes an additional two percent tax under RCW 67.28.181. The County may utilize a portion of these funds for recreational pathways to support tourism.

Consider other Funding Strategies as Appropriate

Please see Appendix B for a more detailed menu of pathway funding strategies which includes additional tax and fee revenue sources, federal and state grant opportunities, private foundations, and other local resource considerations.

Plan for Micromobility

The County and plan partners should consider where and how to manage the predicted increase in micromobility vehicle use. Careful attention to emerging best practices will determine which types of micromobility uses may or may not be appropriate on certain segment alignments and where allowed, how they may be safely incorporated. Whether a mode of travel is considered "motorized" may also affect use regulations on pathways due to associated grant assurances for pathway projects.



Appendix

Appendix A – Corridor Segments

Appendix B – Funding Strategies

Appendix C – Multimodal Design Guides

Appendix D – Survey Data



Appendix A – Corridor Segments



Appendix B – Funding Strategies

There are various funding strategies for multimodal network improvements that Chelan County may pursue in order to implement the opportunities identified in this plan. The public survey also asked respondents their preference for funding multimodal pathway improvements or expansions. State and federal funds were the most popular choice but were followed closely by private grants and donations and visitor taxes (i.e. lodging taxes). The following list is intended to provide a menu for possible funding options that are currently utilized by the County, may be adopted or implemented within the County, and/or may be consistent or adopted by agencies within the County.

Tax & Fee Revenue

Property Taxes

County governments collect a separate property tax levy for the County Road Fund. The fund may be used for “planning, constructing, altering, repairing, improving, and maintaining county roads, bridges, and wharves necessary for vehicle ferriage and other county road purposes (RCW 36.82.040), including pedestrian and bicycle facilities (RCW 36.75.240).” Chelan County currently provides 6% of taxes levied towards the County Road Fund. The County should consider allocating a portion of this fund exclusively to multimodal pathways to provide improvements to the identified pathway network.

Motor vehicle fuel taxes (MVFT)

The 37.5 cents/gallon gas tax revenues collected by the state are shared among cities, counties, and WSDOT. This includes a dedication of a portion of the MVFT to grant programs managed by the County Road Administration Board (CRAB) and the Transportation Improvement Board (TIB). MVFT funds the following grant programs:

- ♦ Non-motorized vehicle tax. A portion of County’s motor vehicle fuel taxes are reserved for pathways and trail projects.

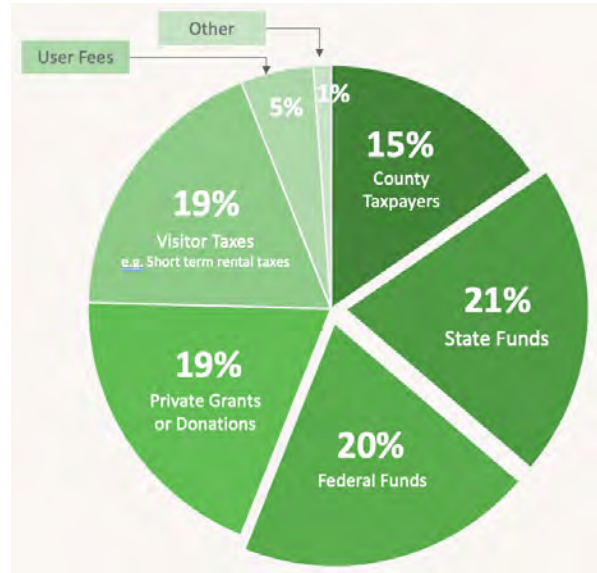


Figure 14 - Survey respondent funding preferences for improvements/expansions to multimodal pathways.

This reserve is a percentage of motor vehicle fuel tax that can only be spent on non-motorized projects.

- ♦ Transportation Improvement Board (TIB). 3.044 cents/gallon of MVFT funds the TIB program. TIB provides funding for cities and towns with a population less than 5,000 through three grant programs: small city arterial program, small city preservation program, and small city sidewalk program. Additionally, TIB provides funding to cities with a population of 5,000 or more and counties with urban unincorporated areas through four grant programs: urban arterial program, urban sidewalk program, complete streets award, and the arterial preservation program.

Transportation Benefit Districts (TBD)

Cities and counties may establish TBDs to fund capital improvements and operations of transportation systems under RCW Chapter 36.73. Creation of the district requires a public hearing and a finding of public benefit for the formation. TBDs fund projects through voter-



approved tax levies, bonds, sales taxes, motor vehicle fees, tolls, LIDs, and other fees.

Metropolitan Park Districts (MPD)

MPDs require a simple majority of voters and are authorized by RCW 35.61. They may be created for the management, control, improvement, maintenance, and acquisition of parks, parkways, boulevards, and recreational facilities. District boundaries for them may also extend into various city and county jurisdictions.

Sales and Use Tax (SUT)

Chelan County currently utilizes this tool which is known as the Rural Counties Tax. Pathway projects must be listed or referenced in the economic development element of the Chelan County Comprehensive Plan to be eligible. Under RCW 82.14.360, taxes may be collected in rural counties for the purpose of financing public facilities that serve economic development purposes in the county. These projects may include transportation improvements.

Local Lodging Tax

Survey respondents responded favorably to utilizing visitor taxes for pathway improvements. Chelan County code Chapter 6.30 authorizes a two percent local tax as provided by RCW 67.28.181. The County may utilize a portion of these funds for recreational pathways to support tourism.

Tourism Promotion Area (TPA)

A TPA (RCW 35.101) would enable the County and potentially other cities within the county to assess charges, beyond tax assessments, for a variety of tourism related purposes which may include the creation or improvement of pathway alignments.

Local Option Fuel Tax

With voter approval pursuant to RCW 82.80.010, counties in Washington may levy a local option motor vehicle fuel tax for local transportation purposes. The maximum rate is 10% of the state rate.

Development Impact Fees

Impact fees are one-time fees charged to new development to fund public capital facilities to offset the increased cost of providing services due to growth. They may only be used for system improvements, not for maintenance or planning work. Transportation and Parks Impact fees, as authorized under the Growth Management Act, may provide funding for “public streets and roads” and “publicly owned parks, open space, and recreation facilities,” respectively. Projects must be specified within a capital facilities plan element of a comprehensive plan to be eligible.

- ♦ <https://www.commerce.wa.gov/serving-communities/growth-management/growth-management-topics/impact-fees/>

Federal Funding

Federal Public Lands Access Program

This program funds transportation improvements that provide access to, on, or adjacent to federal lands. This program is an updated version of the Forest Highway Program. Transportation improvements may include public roads, bridges, trails, or transit systems.

- ♦ <https://highways.dot.gov/federal-lands/programs-access>

Recreation Trails Program

This is a FHWA program that develops and maintains recreational trails and trail-related facilities. Funds for this program are from the Federal Highway Trust Fund and represent a portion of the motor fuel excise tax collected from non-highway recreational fuel use (snowmobiles, all-terrain vehicles, off-highway motorcycles, and off-highway light trucks)

- ♦ https://www.fhwa.dot.gov/environment/recreational_trails/

National Park Service Challenge Cost Share Program

Eligible projects directly benefit one or more NPS-administered Parks, National Trails, and



Wild and Scenic Rivers (including Partnership Wild and Scenic Rivers). This program is intended to support specific National Park Service mission-related projects that align with goals of local project partners and must support one of the following purposes: climate change adaptation, outdoor recreation, and youth engagement.

- ♦ <https://www.nps.gov/orgs/1837/index.htm>

National Park Service Rivers, Trails and Conservation Assistance

This program provides technical assistance for projects related to focus areas such as increasing access to outdoor recreation, supporting community health, providing for conservation, and engaging youth.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

Formerly known as BUILD and previously, TIGER, this large federal grant program provides funding for multimodal and multi-jurisdictional transportation projects. Projects are evaluated with criteria that includes safety, environmental sustainability, quality of life, economic competitiveness, state of good repair, innovation, and partnerships.

- ♦ <https://www.transportation.gov/RAISEgrants>

Surface Transportation Block Grant (STBG)

Also known as the Surface Transportation Program (STP), funds are allocated by the federal government to Municipal Planning Organizations (MPOs), such as the Chelan Douglas Transportation Council. STP funds can be used for the widest range of transportation projects including street or sidewalk construction projects, planning projects, design, right-of-way acquisition, etc.

- ♦ <https://www.fhwa.dot.gov/specialfunding/stp/>

Transportation Alternatives (TA)

Formerly referred to as TAP, TA funds are applied for through the Chelan-Douglas Transportation Council and typically encompass smaller-scale transportation projects such as pedestrian and bicycle facilities, historic preservation, safe routes to school, and other transportation-related activities.

- ♦ <https://wsdot.wa.gov/LocalPrograms/ProgramMgmt/TAP.htm>

Community Development Block Grants (CBDG)

CBDG provide annual grants on a formula basis to states, cities, and counties to develop viable urban communities by providing decent housing and a suitable living environment, and by expanding economic opportunities, principally for low- and moderate-income persons. Several awarded projects have involved recreational facilities for stressed neighborhoods.

- ♦ <https://www.hudexchange.info/programs/cdbg/>

State Funding

Community Economic Revitalization Board (CERB)

CERB is a state board focused on economic development through job creation in partnership with local governments. The Board has the authority to finance public infrastructure improvements that encourage new private business development and expansion. In addition to funding construction projects, CERB provides limited funding for studies that evaluate high-priority economic development projects. Rural communities may receive loans and grants for public infrastructure to enable future business development. Although multimodal pathways are not a specific purpose of CERB, pathway projects could potentially be integrated into and larger infrastructure projects.

- ♦ <https://www.commerce.wa.gov/building-infrastructure/community-economic-revitalization-board/>



Pedestrian and Bicycle Program - WSDOT

The Pedestrian and Bicycle Program objective is to improve the transportation system to enhance safety and mobility for people who choose to walk or bike. Since 2005, the program has awarded \$72 million for 159 projects from over \$337 million in requests. WSDOT issues a call for projects in even years, before the new state biennium, for selection by the legislature. For example, the application period closed in June 2020 for projects to be considered for funding in the 2021-2023 biennium. The next call for projects will be in 2022. All public agencies in Washington are eligible to apply.

- ♦ <http://www.wsdot.wa.gov/LocalPrograms/ATP/funding.htm>

Safe Routes to School (SRTS) - WSDOT

The WSDOT Safe Routes to School program provides technical assistance and funding to public agencies to improve conditions for and encourage children to walk and bike to school. Eligible projects include infrastructure improvements within two miles of a school and education/encouragement projects. There is no match requirement, but priority is given to projects with cash or in-kind match. The grant cycle is every two years.

- ♦ <https://wsdot.wa.gov/LocalPrograms/SafeRoutes/default.htm>

Regional Mobility Grants - WSDOT

WSDOT provides a grant program for projects that promote multimodal transportation and improve high occupancy travel in order to reduce travel delay for people and goods. Projects can be capital construction, equipment acquisition, and operating expenses. Most projects are transit-related in this program.

- ♦ <https://wsdot.wa.gov/transit/grants/mobility>

Complete Streets Funding – Transportation Improvement Board

The Complete Streets Award is a funding opportunity for local governments that have adopted a complete streets ordinance. Board approved nominators may nominate an agency for of planning and building streets to accommodate all users, including pedestrians, cyclists, and motorists of all ages and abilities, as well as providing access to transit.

- ♦ <http://www.tib.wa.gov/grants/grants.cfm#other>

Land and Water Conservation Fund - RCO

The Land and Water Conservation Fund provides funding to preserve and develop outdoor recreation resources, including parks, trails, and wildlife lands. Applications are due annually in the spring.

- ♦ <https://rco.wa.gov/grant/land-and-water-conservation-fund/>

Private Foundations and Organizations

PeopleForBikes Community Grants

This program is supported by various partners in the bicycle industry and supports non-profit organizations and local governments in implementation of bicycle-related infrastructure and initiatives. Grant cycles are semi-annual.

<https://www.peopleforbikes.org/grants>

Doppelt Family Trail Development Fund - Rails-to-Trails Conservancy

This fund supports organizations and local governments in implementing projects to build and/or improve multi-use trails.

- ♦ <https://www.railstotrails.org/our-work/grants/doppelt/>



REI Co-op Giving and REI Foundation

Grants from REI are by invitation only through teams of local outreach efforts. REI's philanthropy efforts are centered around connecting people to the outdoors.

- ♦ <https://www.rei.com/h/philanthropy>

Local Resources

Partnerships with local business, organizations, property owners, and volunteers may help to match funding for larger projects or to implement smaller scale projects. For example, local contractors or artists may be willing to help with signage or pathway related furnishings. Co-branding may be utilized on interpretive signage or bicycle racks and at special events. Finally, there may be several opportunities to partner with local property owners to enhance safety and access on a variety of pathway segments.



Figure 15 - Winery Corkscrew Bike Rack public/private partnership in Sandpoint, ID.
Image source: Pend d'Oreille Winery



Appendix C – Multimodal Design Guides

FHWA - Small Town and Rural Multimodal Networks

https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/

NACTO - Urban Bikeway Design Guide

<https://nacto.org/publication/urban-bikeway-design-guide/>

AASHTO – Guide for the Development of Bicycle Facilities, 2019

https://safety.fhwa.dot.gov/ped_bike/docs/b_aashtobik.pdf

WSDOT – Designing for Bicycles

<https://wsdot.wa.gov/travel/commute-choices/bike/designing>

ITE - Micromobility Facility Design Guide

<https://ecommerce.ite.org/IMIS/ItemDetail?iProductCode=IR-149-E>

NACTO - Guidelines for Regulating Shared Micromobility

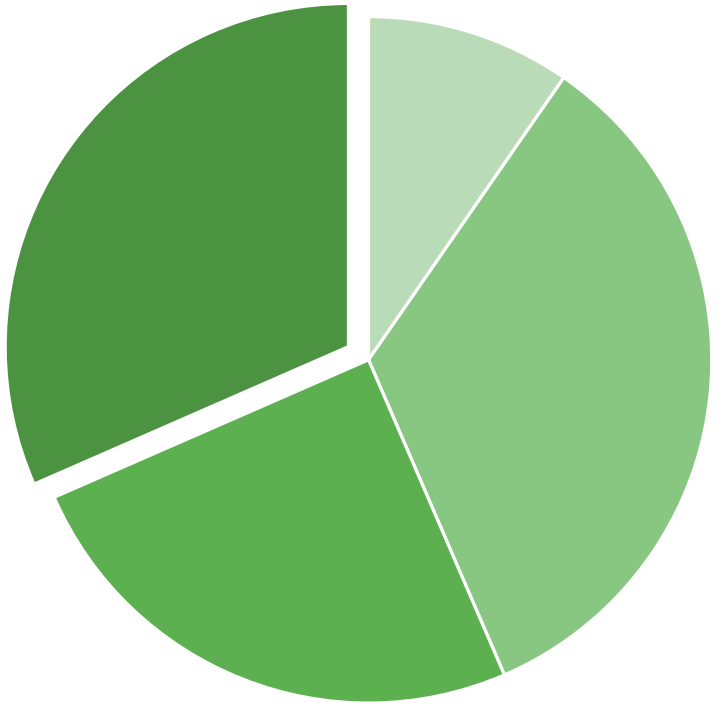
<https://nacto.org/sharedmicromobilityguidelines/>



Appendix D – Survey Data

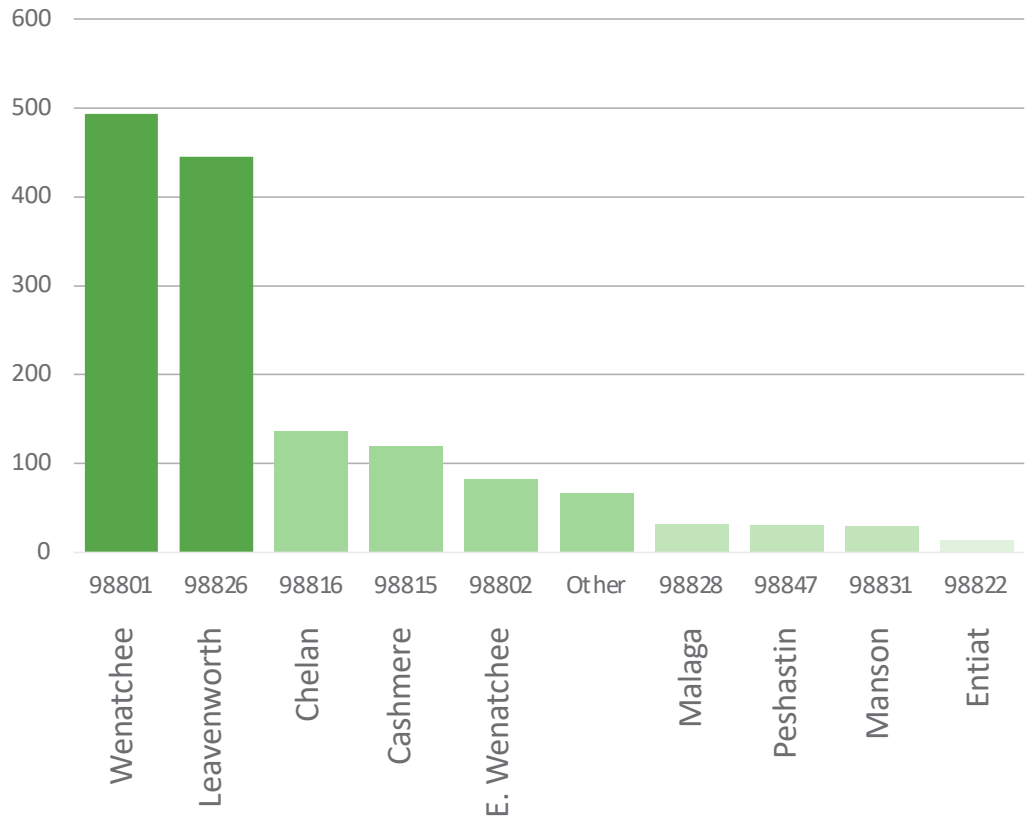


Income

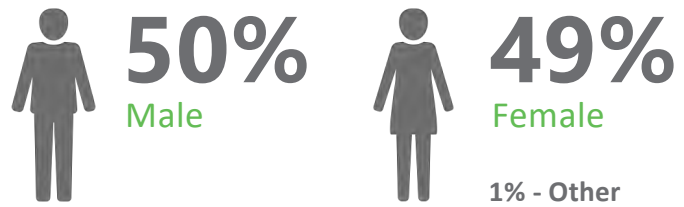


- Under \$50,000
- \$50,000 - \$99,999
- \$100,000 - \$149,999
- \$150,000 or higher

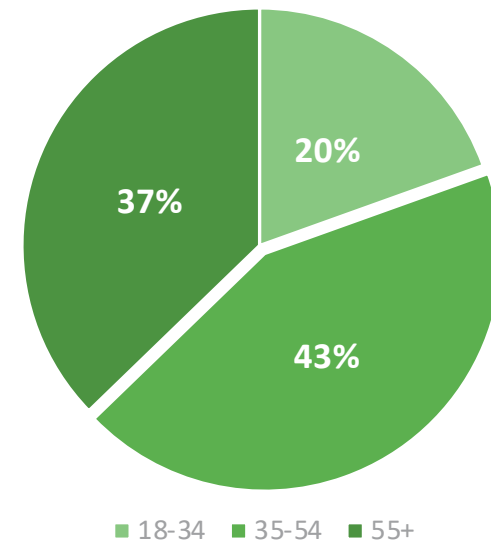
Zip Code



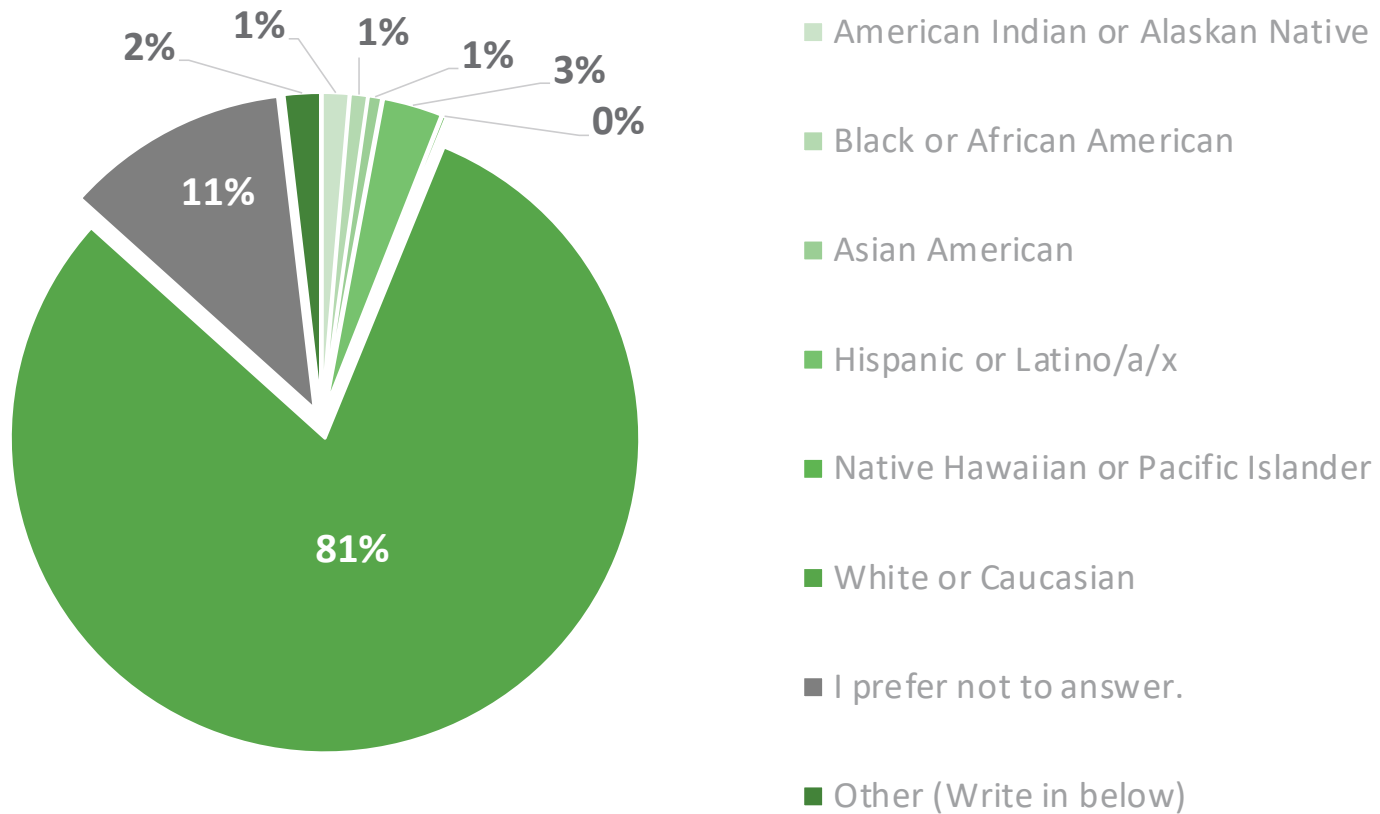
What Gender do you identify with?



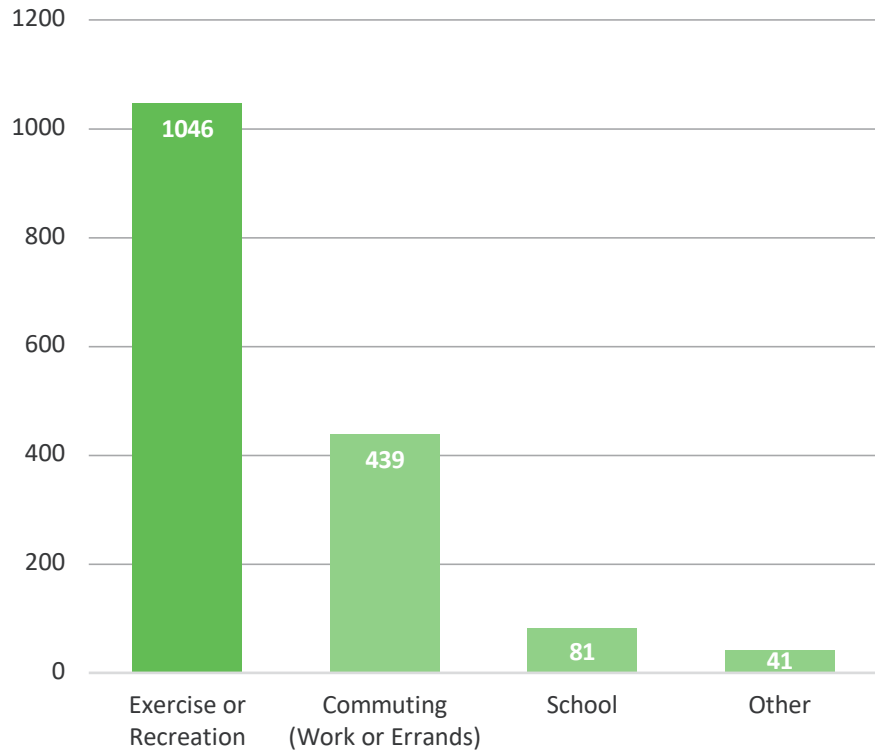
What is your Age?



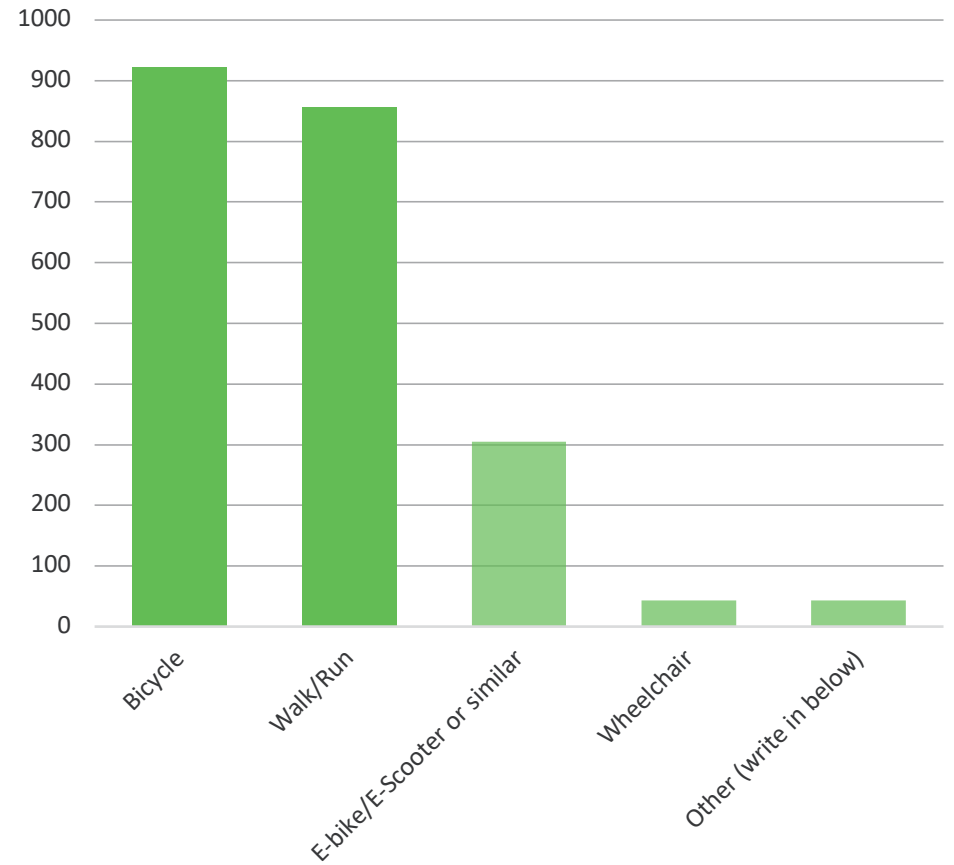
What is your Race/Ethnicity?



How and why would you use Pathways?



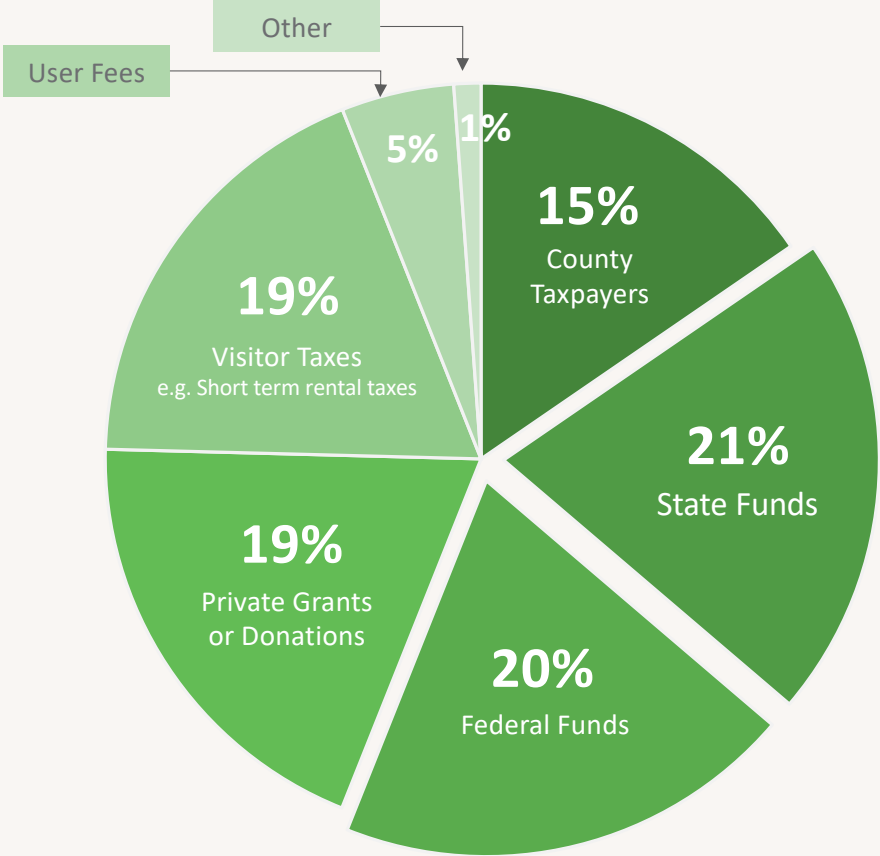
What modes would you use on Pathways?

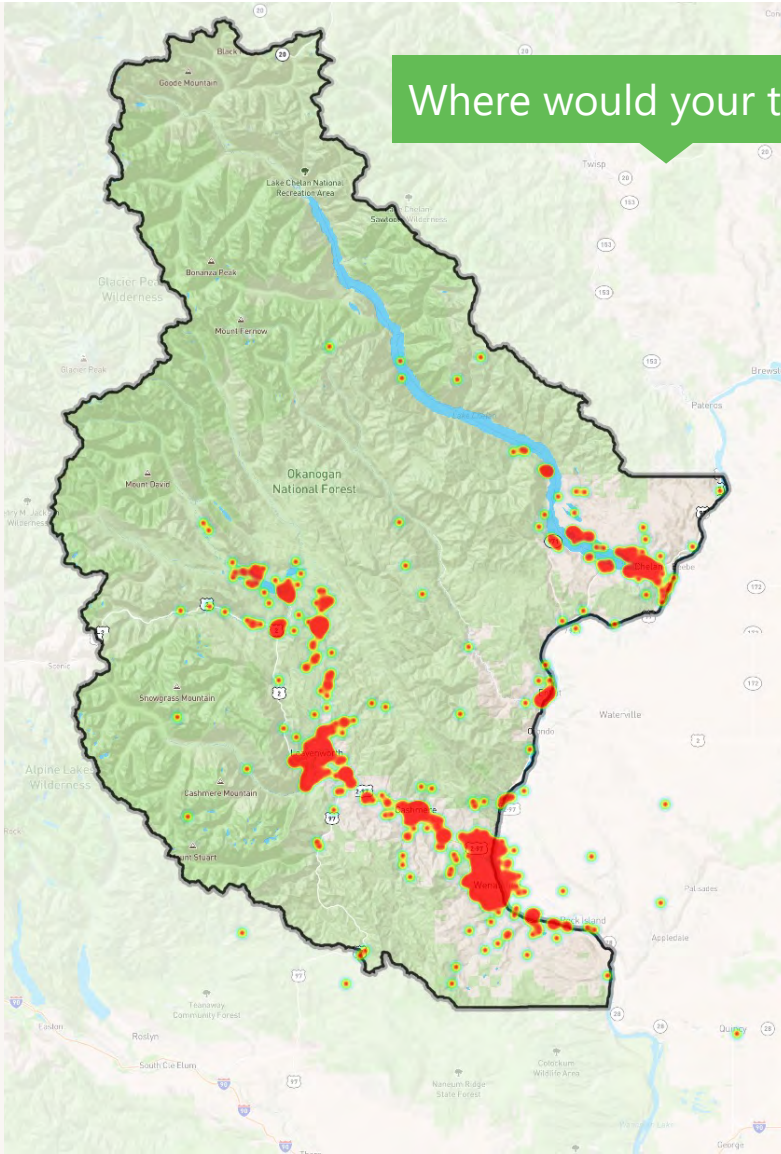


Which Path Types would you feel comfortable using?

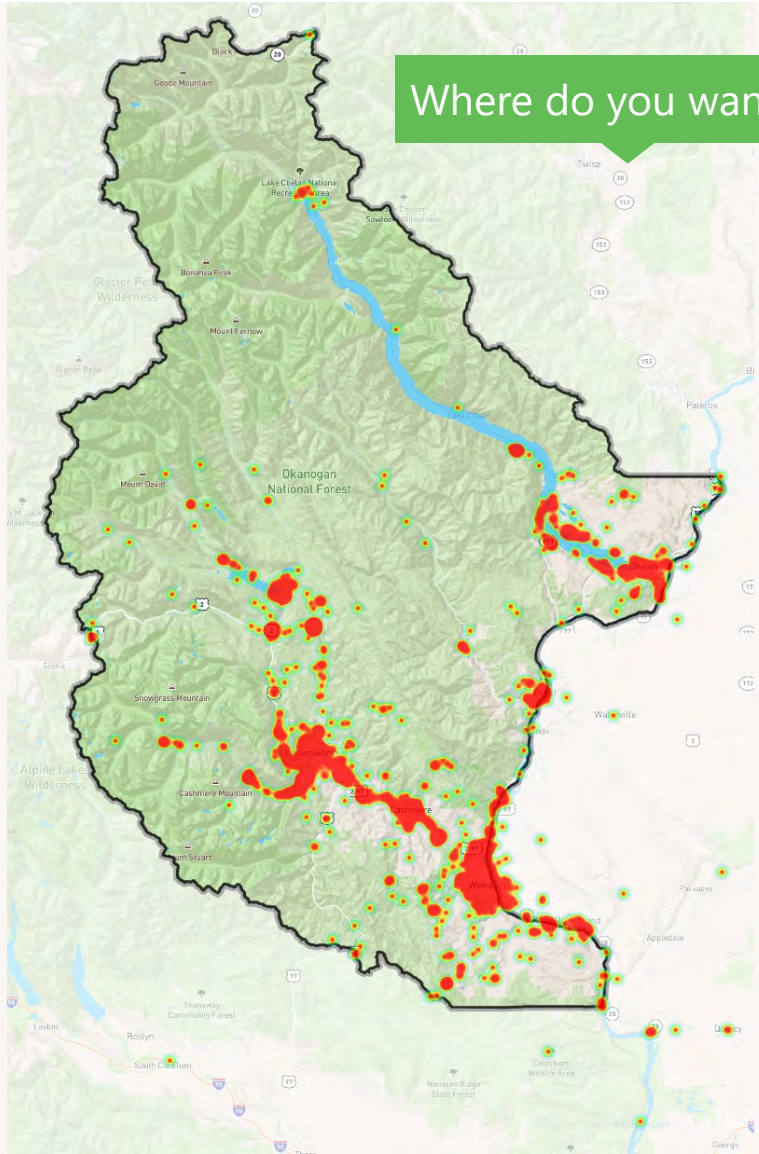


How would you prefer improvements/expansions be funded?

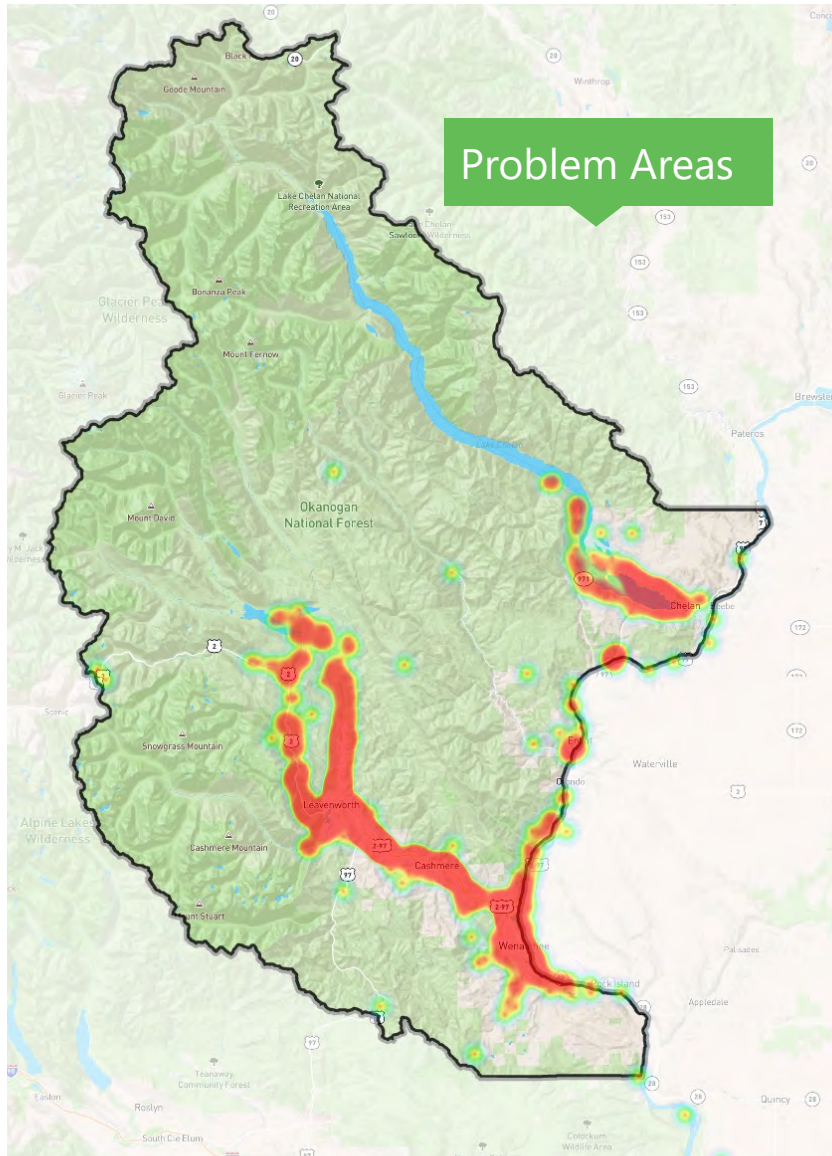




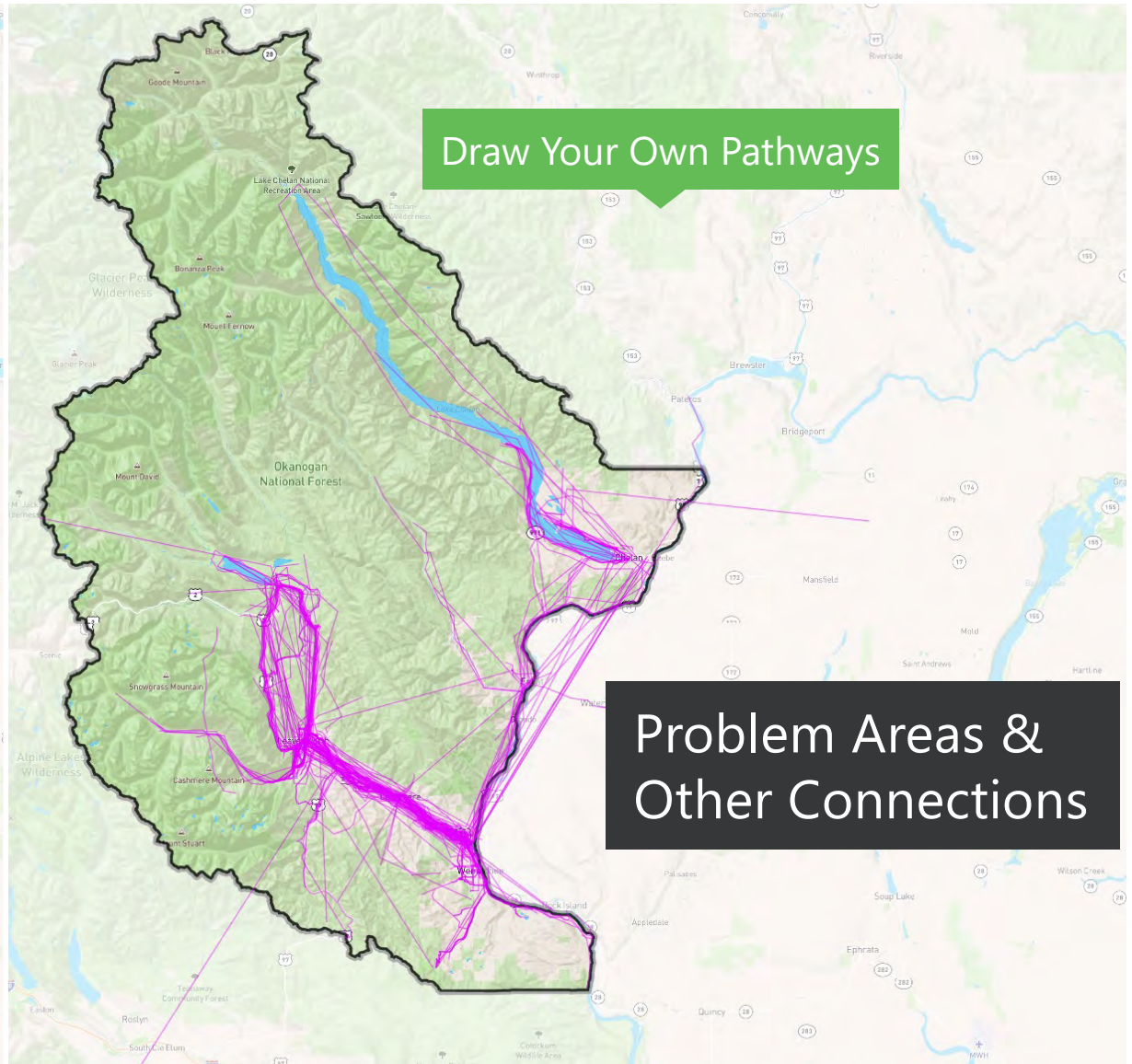
Where would your trip start?



Where do you want to go?



Problem Areas



Draw Your Own Pathways

Problem Areas & Other Connections

| Gender | Respondents |
|--------------|-------------|
| Male | 385 |
| Female | 389 |
| Other | 6 |
| Total | 780 |

Other Answers

| |
|------------------|
| Husband and Wife |
| retired |
| trans woman |
| We're a couple |

| Age | Respondents |
|-----------------|-------------|
| Under 18 | 0 |
| 18-34 | 140 |
| 35-54 | 310 |
| 55+ | 267 |
| Total | 717 |

| Household Income | Respondents |
|------------------------------|-------------|
| Under \$50,000 | 58 |
| \$50,000 - \$99,999 | 204 |
| \$100,000 - \$149,999 | 150 |
| \$150,000 or higher | 190 |
| Total | 602 |

| Race | Respondents |
|--|-------------|
| American Indian or Alaskan Native | 14 |
| Black or African American | 9 |
| Asian American | 7 |
| Hispanic or Latino/a/x | 31 |
| Native Hawaiian or Pacific Islander | 2 |
| White or Caucasian | 821 |
| I prefer not to answer. | 117 |
| Other (Write in below) | 19 |

Other Responses

| |
|-----------------------------|
| European American |
| American |
| Multiethnic |
| Retired |
| White Latino |
| Human |
| mix race |
| Human |
| American |
| This should not be relevant |
| Human being |
| Scandinavian |
| Mixed race |

| Reasons for Use | Respondents |
|-----------------------------|-------------|
| Exercise or Recreation | 1046 |
| Commuting (Work or Errands) | 439 |
| School | 81 |
| Other | 41 |

Other (Comments)

| |
|--|
| To connect Leavenworth, Cashmere, Wenatchee |
| Errands |
| Visit family and friends |
| Cashmere needs a safe cycling route for road bikes that doesn't cross the highway |
| Recreation (friends, work breaks, leisure) |
| fitness |
| Access healthcare |
| Meetings (groups, volunteer activities, clubs) |
| get to shopping at Target/Old Navy/Albertsons, get to Loop trail more safely from my house |
| My wife and I refuse to bike on public streets. SAFETY!!!! |
| Taking visitors out & about. |
| Visiting friends. See our area on gorgeous days :) |
| Reduce carbon footprint |
| Walking the dog; walking to get ice cream, etc. |
| Highly trafficked area with walkers, runners and kids walking to school. |
| Faster than a car. |
| Pleasure/relaxation |
| Hiking/biking |
| A person should be able to go from Leavenworth to Wenatchee on a pathway. We talk about this everyday as we drive back and forth between the two towns. It is a beautiful area and could really increase mobility around the county. |
| To make the bike ride through the Tim water canyon safer separating bikes and cars |
| Travel for a meal, visit friends, go shopping |
| A safe place for kids who live on the Chumstick to ride their bikes between friends' houses. |

| |
|---|
| Climbing at castle rock |
| Emergency access if there's too much traffic |
| Going to friends houses |
| Recreation |
| Biking from home to work, kids biking to school |
| Uh |
| Stay off roadways |
| explore |
| Safety |
| River shuttle |
| I would use them because I bike places with my daughter who is 8 and at this point many of the roadways are not safe enough to bike with her. |
| Avoid traffic/parking issues |
| Hike the dog |
| Water access |
| Safe travel between parks, groceries, drugstores |
| The roadway on E Leavenworth Road has no bicycle or walking lanes |
| Dog walking |
| Paragliding retrieve |
| Nordic Skiing |
| bicycling with my grandson |
| show my daughter around in nature |
| Pet care |
| To go shopping downtown east wenatchee |
| Birding |
| Transportation to and from the train station. |
| Go to friends houses on a safe path with my children |
| Health, environmentally conscious empowerment |
| Alternative to driving! |
| So i can bike off the roadway, drivers are distracted |
| Would not use pathways - waste of money |

My folks home in Chelan is on a BIG hill. We scooter around town and riverwalk all the time and would love something safe and closer to us (between Chelan and Manson)- away from the road. People drive too unsafe to be on the shoulder!

My husband and I would love to go to any of these destinations to EAT OUT and shop; go to wineries; check out music/bands; make a whole day of it.

alternative to driving for small trips to shop

I do not want a pathway

Community events, Races.

It feels too dangerous to ride a bike next to highways

farmers market

To get outside! More important than ever now.

Wellness therapy

I wouldn't.

touring

I want a safe place for my children to ride bikes (not on the road)!

Avoid dealing with parking

as a past time and for friend's to use when visiting from out of town

Show visiting friends the lake and the valley.

staying safe from traffic. I also think tourists would be safer.

Beautiful vistas of the river

Visiting family

access trails

To visit businesses

Potentially nordic skiing between Cole's and Leavenworth

The path from Lake Wenatchee to Leavenworth via Chumstick for the road bikers. The safety of both cyclists and motorist would be greatly improved! This reasoning is also why the North road to Dryden to Cashmere is a great option in addition to the beauty of the scenic countryside.

I wouldn't

Ride eBike with Friends for Pleasure

Exercise

Grocery shopping

Family live there

Engaging in community functions like going to the library, also going to the store because it's impossible to drive a car in Leavenworth during the busy season

Birding & wildflowering

Access to trail heads, ability to link between trailheads on roads, access to public lands

Here at Three Lakes we have a lot of people that walk or bike around the Lake. It is unsafe to walk along that section of West Malaga Road because of the small shoulders and guard rails. A pathway along this section would be a wonderful addition to the area.

Energy efficiency / reduce carbon emissions

ride out bikes along a proper bike path downtown for a beer and dinner and then home again

Leaving the car home for short trips except in the winter.

| Mode | Respondents |
|------------------------------------|-------------|
| Bicycle | 923 |
| Walk/Run | 857 |
| E-bike/E-Scooter or similar | 305 |
| Wheelchair | 43 |
| Other (write in below) | 43 |

Other Mode Comments

| |
|---|
| Light Rail Train, electric train, sail bike, protected bike lanes, separate bike and walking trails |
| Roller blades, skates. |
| Stroller, Bike |
| Scooter-joring |
| Rollerblading |
| ski? |
| Scooter |
| Stroller |
| Roller blade |
| Skateboard, blade/skates |
| roller blades |
| Maybe e-bike someday depending on several factors |
| Rollerskiing |
| Rollerblade |
| Rollerblade |
| rollerblade/roller skate |
| Horseback |
| Rollerblade |
| Ski |
| Skiing |
| Kids rollerblades/scooters |
| Stroller w/children |
| Rollerski |
| Wheelchair in the future as my needs dictate. |
| Roller skate, Nordic ski |

| |
|--|
| Longboard |
| rollerblades |
| skateboard |
| Ski |
| Roller skates |
| Maybe rollerblades? Probably unicycle |
| longboarding, roller skating |
| Roller Ski |
| Spend funds on maintaining roadways instead |
| skate |
| Horses |
| Scooters |
| XC SKI |
| Connect the state parks XC ski system to Plain's ski system in the winter |
| Recumbent trike...front two wheels are 33" apart. |
| skateboard |
| Cross Country Skiing |
| Roller skates |
| Longboard, roller blade |
| skateboard |
| If bike lanes are put in, bikers should have to put tabs on their bikes just like cars do |
| Horse |
| rollerblades |
| 4-wheeler |
| Horse ride |
| Ski |
| Skate |
| Rollerblades |
| None |
| Stroller |
| Horses |
| Skate (quad speed skates for outdoor) |
| at times mobility assisted (crutches or a cane) but not a wheelchair-ADA accommodations needed |
| roller blades, skates |
| rollerblade |

Ski

This would also provide a pathway between two bus stops

ski in winter / ski-jour with my pup

Maybe in the winter, cross country ski?

Rollerskating

| Segment | Low | Medium | High |
|--|-----|--------|------|
| 5. Cashmere to Wenatchee | 137 | 206 | 553 |
| 3. Leavenworth to Peshastin | 148 | 233 | 539 |
| 4. Peshastin to Cashmere | 154 | 250 | 494 |
| 2. Leavenworth to Lake Wenatchee via Chumstick Highway | 275 | 294 | 347 |
| 9. Chelan to Lake Chelan State Park | 289 | 260 | 284 |
| 10. Chelan to Manson | 316 | 237 | 278 |
| 7. Wenatchee to Entiat | 326 | 315 | 215 |
| 1. Leavenworth to Lake Wenatchee via US 2 | 447 | 276 | 198 |
| 8. Entiat to Chelan | 382 | 292 | 163 |
| 6. Wenatchee to Malaga | 461 | 230 | 146 |

| Path Type | Responden |
|---------------------------|-----------|
| Shared Roadway | 148 |
| Paved Shoulder | 499 |
| Separated Shared Use Path | 887 |
| Bike Lanes and Sidewalks | 620 |

| Funding Source | Respondents |
|--|-------------|
| County Taxpayers | 544 |
| State Funds | 734 |
| Federal Funds | 698 |
| Private Grants or Donations | 683 |
| Visitor taxes, such as short term rental taxes | 655 |
| User Fees | 171 |
| Other (write in below) | 41 |

Other Funding Sources

| |
|--|
| lodging taxes on hotels - these paths would attract and benefit tourists |
| Hotel taxes from tourism dollars. |
| Sponsored by local businesses and organizations |
| Raise corporate taxes |
| Microsoft, Amazon, Military, PUD's, Alcoa, Large Orchardists in the valley, Mitigation Funds from various groups |
| Gas tax |
| Any source of funding I support except user fees, which seems outrageous. |
| Petrel tax |
| Motorist/fuel funds |
| Bnsf needs to redo this overpass to allow a code width chi stuck hwy |
| Not user fees, since nonusers also benefit from reduced traffic! |
| I will happily vote to pay taxes for infrastructure. Restructure Lotto, seek grants, name sections after donors/in honor of memory (miles for memory), etc |
| any way to get it done! |
| Tax fast food places, they're making people fat, let's work it off |
| In the upper valley there is plenty of opportunity in visitor taxes... Discouraging short term rentals could also help the housing crises for low-mid income earners in the area also but thats not what this survey is about. |

Tax on bicycle sales.

could private owners get tax breaks for allowing an easement?

developer impact fees.

Create a transportation benefit district or similar system to collect tax revenue with a dedication portion to non-motorized system improvements.

Trails are a great benefit- look at popularity of loop trail. Happy to pay taxes for it

PUD relicensing programs

I am open to all of the above. I am happy to help pay for the improvements but know that it will take additional non-donation funds to make something like this happen.

Any and all means possible.

Seems like an infrastructure project. Would be good to pool from many sources to spread the burden.

on the previous map, I wasn't able to make the purple line follow the river between Cashmer-L'worth. That's where I'd like to see a well built pedestrian/non-motorized vehicle trail.

Hydro mitigation funds.

Fundraisers.

Please tax vrbo and air b&b. They drive up house prices and dont contribute much to the community

Definitely tax some VRBO money and use it to improve the area for residents. Also, anyway we could spend a little less on the industrialized war machine and use it for the common good on the federal level? That would be incredible.

PUD

Gas and Vehicle tax

Have the people that use it pay for it.

PRSA, and Lodging tax, DOT and fuel tax also

Gas tax! Bicycle commuters pay taxes that go to highways and roads but many use bikes more than cars and a portion of those taxes should be put towards bike/pedestrian infrastructure.

Jeff Bezos and Bill Gates

A combination of funding sources would be best— local, state and visitor taxes ideally.

I would be willing to pay a reasonable fee for an annual "parking pass" to access parking & trailheads for bike routes

License tag

1) Additional gasoline tax (given the public health and environmental burden imposed by vehicles running on ICEs), 2) parking fees to incentivize people to take up biking.

Federal infrastructure spending and visitor taxes, in particular

Definitely NOT user fees. There should not be any financial barriers to outdoor recreation.

Fund raisers

Capital campaign for a key project like the Wenatchee River crossing.

Strongly opposed to user fees - would rather have no infrastructure than accept a precedent for user fees for it.

If user fees, make it income based so that higher incomes pay and lower incomes do not. Also consider a bike tax

annual user fee like the discover pass

Tax Bill Gates, hes all green right?

City of Leavenworth

Careful targeting short term rental taxes, Chelan County is working to reduce short term rental properties!

crowd source funding

User fees would be OK depending on the type of trail/parking; definitely tax short term visitors!

Whatever ways it can make it happen

Use the money collected by courts for traffic fines. At least we then know it is going for something Transportation related.

I would donate to help fund a trail. But I am opposed to user fees.

I would gladly pay extra taxes to fund this project.

Marijuana tax

Shake down the rich

Infrastructure is centered around car traffic. Bike, pedestrian, and transit infrastructure deserves a greater share. All funding sources should be considered.

Do not fund

voluntary user donations

Tax deductible cyclist registration

Our local/county share of the Mariquana (spelling) tax!

corporate tax abatements

Gas tax

Let's use some of President Biden's new infrastructure funds. He wants Global Climate change addressed....this is a solution.

No user fees please! We must encourage biking and walking

A diverse funding package makes it real!

Salmon mitigation \$/BTW your map is too hard to draw lines on because I can't make it detailed enough

County tax dollars would be match for grants not main funding source

bicycle excise tax similar to oregon's \$15 tax per bike

Outdoor recreational use tax

Tourism tax and tax people with high household income! It is so hard for people with middle and low income to live here. Many of us feel the burden of tourist visitation and the impact of high income people moving here but do not feel the benefit!!

Community fundraiser events for specific sections?

Electric bike fees

Not STR, this is an excuse to approve STR's

Mainly from those who benefit. All these benefit, though greatest benefit is to the users.

The fairest for everyone!

Optional user donation boxes. I would contribute, but I don't think it should be required.

I love how accessible Wenatchee trails are and I really don't support user fees. All families, regardless of income, should be able to use these trails.

probably a combination of the above

it would be nice if primary beneficiaries had some level of commitment.

What would you like us to know about this route? Please describe below.

Multi-use Trail like the loop trail to connect Leavenworth to Wenatchee

It would be nice to expand loop trail to malaga we need. A trail in malaga

Leavenworth to Wenatchee trail separate from roads should be high priority

A high route from Ski Hill to Plain could be great both for locals and as a tourist attraction. It would open up in spring long before the high Cascades

East Leavenworth Road is currently dangerous for pedestrians and bicyclists but with a good shoulder could be heavily used for commuting and errands

This route needs to be designated to keep people safe. It is used so frequently to get up and around ski hill, and to and from Ski hill, walkers, bikers, kids, there needs to be a lane, and reduction in speed limits before someone gets hurt.

No good way to stay on side streets forced to go on highway

No shoulder of any kind allowing die safe vehicle and bike traffic. There is typically a lot of debris in road that causes bikers to avoid the edge.

Build a bike trail similar to the Apple Capital Loop Trail in Wenatchee but instead from Wenatchee to Leavenworth

Relatively low traffic, although a lot of driveway crossings, in a relatively rural setting. Access to existing USFS trail system. Something for the Cashmere community, but also a draw for others, especially if one could park/start from the Riverside Center.

East Leavenworth Rd needs a bike path and walking trail.

Icicle Rd needs safer bike path (it has wider shoulders than E Leavenworth Rd)

Would like a dedicated bike route along Icicle into downtown Leavenworth

Very dangerous but very important roadway for multimodal pathway in the community. Would be used more by many residents and visitors if not so extremely dangerous.

Dangerous, hard to transverse multimodal route opportunity between Leavenworth and Train depot.

Safe walking and bicycle paths.

A bike route that is safe and scenic for families on bikes from Cashmere to Wenatchee River

US HWY 2 is busy with fast cars and litter and little shade

Chumstick HWY is busy with a small shoulder. A great path could be put in along the railroad

Better shoulder on the Chumstick

North Road is great for Bicycles, but a better shoulder would be good. Still need a bicycle route to Cashmere with at least one highway crossing.

Need a more defined route from Cashmere to Confluence Park.

Better Shoulder on Easy Street.

Utilize existing irrigation right of ways, existing trails, CDLT acquisitions, and other avenues to finally finish and connect the apple capital loop trail from Wenatchee to Leavenworth.

Connect the loop trail to the underserved communities of South Wenatchee, Malaga, and Rock Island. Get Microsoft, Amazon, PUD's, Alcoa, Trust for public lands, to pool together funds to get a river park on Alcoa Land and utilize the existing railroad to get a foot bridge across the Columbia over to Rock Islands Proposed Waterfront area.

Very busy with no designated bike lane. Often cars don't stop before turning onto highway. Blind corners and dark at night.

Connect Leavenworth > Pestachin > Cashmere > Wenatchee

START: Continue/connect to the Apple trail connecting East and West Wenatchee. The trail currently stops at the light by Subaru.

PATH: view of the hills and Enchantments (goregous!). Moves in and out of towns to give shops/restaurants business. Bikes near/through wineries and vineyards. Open up agro-tourism and biking to/from wineries as part of the communities cultural and environmental/cultural benefits. Path stops along waterways for a refreshing shade and water break. Bikes through small park before Cashmere.

Many bikers want to be able to ride from wenatchee to Leavenworth without having to ride on the shoulder of the HIGHWAY alongside cars going over 60mph.

The loop trail near town needs a separate lane for pedestrians. Biking can be dangerous when children, dogs and elderly folk are crowding the path and can't move quickly to the side for bikers.

Plain Train!

traffic

Cross highway 2

Follow hiway 2

We need a bypass for non motorized traffic that lets us safely get around the railroad trustle.

We need a way to bypass the railroad trustle or a wider shoulder for non motorized vehicles and pedestrians

Lincoln park to mission ridge.

Ride along the Wenatchee river would be nice.

Get the bike route off of hwy 2 please

Get the route off hwy 2

In need of safe, direct link from Maiden Lane to the bike pathway, so people don't have to backtrack to Walnut Crossing (which is also unsafe for bikes)

Dedicated bike lanes or separated lane needed to connect Loop trail to Penny Rd, the start of a popular bike trip towards Monitor and Cashmere

Dedicated lanes or seperated paths will promote more non-motorized use through this commercial areas. In combination with the adoption more 'parklets' (outdoor seating aresas), this should encourage more commercial traffic along Wenatchee Ave overall.

All of Western really needs safer, wider bike lanes - and ideally a elevated shoulder just for non-motorized use. There is definitely the space to work with and many, many people would benefit from the ability to use this street to commute or visit other friends/family.

There is really one one place to safely get on and off the Loop Trail at the moment - the bridge near the Hilton Hotel. Adding dedicated lanes along 5th Street would add a critical new access point. Right now it's scary to mingle with car traffic going up or down 5th street.

Mtb from Mission ridge to Leavenworth

Blewett pass to cashmere :)

I mainly like the idea of linking all the towns and cities together.

Hwy 2 - Palouse-Cascades trail system

Route for cycling needed to/from mission ridge

Would like the path on Hwy 2 that ends on Easy street to continue to Cashmere.

This is an very high demand walking and biking route for locals and visitors for both walking and biking for commuting and recreation.

This is also a high demand route for walking and biking, with consistent vehicle traffic.

Fully separated path would be preferred

A connection between Horse Lake and the Loop trail would improve pedestrian/bike access to this commercial district and allow a more direct connection to Sage Hills

Its used as a loop by people on bikes and walking and running but there is no shoulder.

Icicle rd is used by bikes and runners, there is no shoulder.

A very popular and very dangerous bike route, zero shoulder and fast traffic on chumstick highway, and the pavement on highway 2 has a big lip where the pavement drops off for the shoulder. A great route, I wish it was safer for bikes and motorists.

There is a very small shoulder, and there are tight corners that make it difficult to see pedestrian walkers/bikers until they are quite close. Would love to see at least a wider shoulder.

Wilderness

It would be nice to connect the trail somewhere south of the George Sellar Bridge to provide better access from South Wenatchee Ave and utilize parking on Crawford Street. Avoid all the bridge traffic to go South.

Access from Apple Loop trail to Ohme Gardens

Bike path from Cashmere to Rodeo Hole

Easy st to old station

Leavenworth to Wenatchee

Leavenworth to Wenatchee

Leavenworth to Wenatchee

Dangerous for walkers and bikers given the speed of vehicles and narrow shoulders.

I'd love to see the canal shoulder be a designated mixed use bike/walking path. A lot of people already use this but there are "no trespassing" signs that make it confusing to know if it's ok to walk or bike on this route. It's great for Central Washington Hospital employees to use this route too when commuting to work. It's wonderful not having to worry about being hit by a car when running or biking.

I think cooperating with whoever maintains this road would be awesome for Wenatchee. A lot of people walk their dogs on this path because the gravel is cooler on dogs' paws and they have access to swim/drinking water in the high heat of summer. Adding poop bag stations and trash cans would help keep it clean and help homeowners feel more accepting of this idea. Cross walks at intersections would help with pedestrian safety.

Would it be possible to connect the canal to Cashmere and make this a bike/walk/run route? And/or have a similar set up in East Wenatchee?

extend road for better shared usage with cars/cyclists/pedestrians

No safe paths for walking or riding bikes exist.

The route up #2 canyon is dangerous. There is lots of traffic, no shoulders and many blind turns.

Lots of traffic and many areas with limited shoulders to ride/walk/run safely.

Improve the shoulder. It's a deathtrap

the road is very close to the embankment not leaving much room for walking and bicycling

It's dangerous for pedestrians and bikes

South Lakeshore RD from 25 mile Creek State Park to Hwy 97A has many areas with very narrow or unnavigable shoulders. This leads to very hazardous conditions for the numerous pedestrians and bicyclists all along the expanse.

bike lanes

Downtown to foothills trails

I would like to be able to connect Mountain Home Road with Camas Creek Road without getting on Highway 97. The real dream would be to connect the irrigation canal on the south side of Leavenworth to Old Blewett Pass with legal multiuse trails.

Commuters from the chumstick to leavenworth make these last turns of the chumstick dangerous. Plus all of the spring and summer mountain bike traffic from Fruend to Leavenworth

A Leavenworth path looping east Leavenworth rd and connecting to the sleeping lady resort and as far up the icicle canyon as possible.

Would be really nice to have a trail behind the guard rail

Irrigation canal

Multiuser path along Skyline Dr

There are many recreational opportunities along Tumwater canyon. People love stopping for the sites, photography, picnics, swimming, hiking, rock climbing, rafting, etc. over the last couple years increases in highway traffic and people parking at the many pull offs and parking lots have become at odds with one another. Creating unsafe crossings for recreationalist along highway 2, no merge lanes for cars entering the highway, and a minimal shoulder for cyclist and people walking the road. As a motorist one is subjected to people's erratic driving habits while trying to find a parking spot or individuals crossing the road at blind spots along the canyon. This would provide access to on of the counties most beautiful waterways.

The tight corners of the chumstick have very little room for error for cars let alone riding a bicycle

the Leavenworth / East Leavenworth Loop is a high traffic areas for foot and bike traffic that would greatly benefit from a separate non motorized path.

Continue this trail to avoid highway

Allow trail use of canal path

Need safe cycling bridge

Need 6 foot shoulder or path on entire Chumstick highway

Needs a path or sidewalk

Getting bike access across Rocky Reach Dam is likely impossible, but getting from Lincoln Rock State Park to the lovely garden and grounds of the dam would be oh so heavenly! Tourists would love it, too. Good pr for the PUD!

I would love to see a dirt/gravel/paved path following the old Great Northern Railway right-of-way between Leavenworth and Peshastin.

It would be wonderful to see a path from Peshastin to Cashmere roughly paralleling the Wenatchee River.

My ideal would be to see a pathway that would connect Wenatchee and Leavenworth.

No shoulders. No where to get away from cars.

Would be nice to have some route heading to blewett pass, even if just to ingalls creek or so

Get to the side roads in Peshastin without getting into the hwy

Cross into Wenatchee without having to drive thru traffic lights and head all the way down to the Apple Loop.

Get me safely through this intersection to get me off the Apple Loop.

Would like to see a bike path. I own property on Chumstick and would dedicate ROW for it.

Would be a lovely bike ride but very narrow shoulder & people drive too fast

It would be incredible to be able to bike to red bridge & castle rock

Please make a pintaron bike route from cashmere to Wenatchee.

Coles Corner to Lake Wenatchee to Plain

Heavy pedestrian traffic no where for them to be but in the street

There is currently no practical way to get from Peshastin to Cashmere via bicycle without going on Hwy 2.

Heavily utilized by walkers/joggers/cyclists- no shoulder

A wonderful ride. I have ridden this many hundreds of of times. No shoulder usually causes drivers to slow and use care. Occasionally it causes near misses when a person on a bike and a people in cars traveling opposite directions meet at the same time. Drivers will pass and move into the cyclist oncoming lane due to limited passing opportunities.

Well used route lacking connections.

Bike trails along the river would be nice.

Would be great to connect residential areas and provide safer access along road with no shoulder.

From downtown Leavenworth park to the icicle river and up the icicle river as far as possible

When would these routes be able to be built?

This would be a beautiful trail for families that live in our area as well as those visiting

Beautiful walk with less cars to contend with

Extend the Leavenworth Riverfront Trail through the golf course for a walker/biker connection between Enchantment Park and Icicle Road.

Make a trail connection from Sleepy Hollow to Confluence Park so bikers can avoid Easy St - Olds Station congestion.

This route could be placed completely along river

An alternate route toward Cashmere. Trying to avoid the highway at all costs!

Continuation of the route to Cashemere.

An option already exists by utilizing the RR right of way n crossing some orchards.

As the loop trail parallels the same RR line in Wenatchee a new trail could do so at least as far as Cashmere.

Just a short segment, but moving a guardrail over or putting a path on the other side of existing guardrail, would increase bike safety for popular route.

Far less vehicular traffic than almost every other proposed pathway area.

Cross highway from existing Columbia River trail to Columbia breaks center and extend the trail up on the Breaks BLM and USFS land

This would connect the existing path in the park in Cashmere to the grocery store

This would connect the park in Cashmere to the swimming pool

Cashmere to Leavenworth is a very popular cycling route. Please make a safe bike pathway

A bridge here would be pretty huge

This already almost connects. Would be a huge link between Stine/Deadman and Monitor/Sleepy Hollow

A connection here would be a key link between North Rd and N Dryden Rd.

Option to stay north of highway here would be sweet, but might take too much. A reliable way to get across or parallel hwy would be nice

Red Bridge connector is pretty obvi, BUT, I am worried about the pictographs. Every time I go out there it seems like there is more graffiti along that trail, and sadly it feels like only a matter of time before they find those amazing works of art to defile.

Go from Chelan to Manson

Get through town

Entiat Valley. Popular area with few or no trails in the main valley

Would be great for a multiuse path.

Get non-motorized away from the highway

Shared roadway

Shared roadway with no parking would make this a lot safer.

icycle rd has no shoulder , and inadequate road maintenance for safe cycling and ped. it has excellent views and could use a bike /ped path

Western to Canyon 2 South/Westbound.

Popular bike route, needs 2 way path across bridge.

Needs safe pathway for bikes, popular route for commuting to downtown.

Popular bike route but riding on the highway is dangerous and full of glass/debris.

Popular bike route but riding on highway is dangerous and shoulder is full of debris.

High rec traffic but also high vehicle traffic and speeding.

The Tumwater Canyon is the most scenic drive in our area but it is unsafe for cyclists.

I'd love to see a cycling route from Leavenworth to Coles Corner to Plain and back to Leavenworth.

This is a wonderful biking loop, but can be gravelly on the shoulder.

A separate bike/walking path all or most of the way down Icicle from Leavenworth would be super helpful. Icicle is a dangerous road for bicyclists, walkers and—especially—children.

Separate bike/walk path along east Leavenworth Road.

Leavenworth to Wenatchee bike path. Safe to commute or recreate on, and is safe from the highway by either a barrier or a separate path entirely.

Leavenworth to Lake Wenatchee via hwy 2 - safe bike lane

Leavenworth to Blewett Pass - safe bike lane separated from busy highway traffic.

Biking on the Chumstick is downright dangerous. The people who live up there hate cyclists and intentionally buzz them and speed up next to them. We need a safe designated bike lane with a barrier.

Leavenworth to the end of the Icicle bike lane. People drive insanely fast up the Icicle and all the blind curves are sketchy when you are on a bike and a car almost hits you.

This route would generate a lot of tourism (and revenue) for the Wenatchee valley.

Would be a nice neighborhood connection to the loop trail. Many people bike to the neighborhood on roads to do bike rides towards Cashmere. this would be a nice connection from the loop trail to that access point. And its almost at my street. The land is already PUD owned.

Would be neat if the pud opened more river access

Dangerous during tourist season. Lots of curves / blind spots with pedestrians and increased traffic

This road is in frequent use by recreational bikers, walkers, and runners who are tempted by the views and hills, but there is insufficient shoulder and the road is curvy. There have already been serious accidents here as a result. The recreational use is not going to stop, so the road should be adjusted.

I can't get the stupid map to work, but a pathway that encompasses the Icicle/East Leavenworth loop would much reduce conflict and unsafe conditions for recreational runners, walkers, and bikers on this narrow road with no shoulders. Bonus if you were to make it useable for Nordic skiers in the winter.

No shoulder to avoid traffic. Very heavy traffic area.

No shoulder to avoid traffic. Very heavy traffic area.

No shoulder to avoid traffic. Very heavy traffic area.

Leavenworth is small and yet has so many tourists- if there were safe routes around town to various areas that people travel, it would be possible to use alternative forms of transportation.

(just couldn't finish the previous route because the comment block got in the way.)

Great route for travel between Leavenworth and Peshastin but narrow roads, blind curves and hazardous for bikes and other forms of transportation.

Blewett Pass pathway

Squilchuck Pathway

Get some easements & give us a path along the river between leavenworth & wenatchee!

COLLEGE ACCESS AND LACK OF BUS SERVICE WEST OF WESTERN

this is hazardous and needs a bikeway or better shoulder protection.

It's unsafe currently

Downtown to mtn biking area

Leavy loop

Connect icicle with downtown beaches

Ranger road connector

Dedicated space to get to track and other goods of peshastin

Loop for beautiful biking above home mtn road and connect leavy with peshastin. Would also be a rad roller ski training ground

Long mtn home ridge loop

Camas creek to cashmere

Connector

I did not have any lines to add. Would love to see more paved trails like the loop and also more biking and hiking trails. Would also love some off leash dog trails.

A safe way to cross the Wenatchee river and access Horselake TH from Lower Sunnyslope Rd area would be great

An extended walking/biking path past The Lookout towards Manson would improve safety in allowing safe bicycle access to the new Chelan Community Center for people coming from the west on hwy 150.

A safe separate path away from the highway along the river

Safe separate path away from cars

A path that connects the existing loop trail trail to the northern accesses points of Sage Hills (lower horse lake and maiden lane)

Chelan County road that needs widening for pedestrians and bicycles.

No shoulder and no bike lane or side walk makes this road feel unsafe. But it would be a great addition

It is very pleasant to ride or walk along the River.

This would greatly benefit the entire city having a connection between lakeside and downtown

continuation of the apple loop trail

This is the approximate location of a recommended crossing to improve pedestrian and cycling access to Olds Station and Monitor/Cashmere, upper valley.

No bike, walking path

Need biking path

From The rock to hwy 2. This would allow people who live on 97 to safely access towns

a part of this route is available via the Horse Lake area, but is not publicly available beyond to Cashmere proper/

Loop trail extension to upper valley

Bike/Ped River crossing to Cashmere

Connect canal to Horse Lake Road

Connect Horse Lake Road to Sleepy Hollow

Kelly Road. This is already a road but would be great to keep this maintained as a better bicycle facility

Direct connection from Wenatchee to sleepy hollow along railroad tracks

Off highway connection on north side of US2.

Route uncertain, but an off-highway connection to Old Blewett Pass would be great. Highway 97 is unfriendly for cyclists on long distance route. many existing roads could be connected to link a route and gaps filled in the future

Old Blewett Pass Highway Connection

Tumwater canyon route. Either side of highway, need safe route for bikes and peds. Possible to develop trail on west side for significant length

Tumwater Campground to USFS 7906 parallel to US2. Use 7906 to access Plain and develop trail along river

Tumwater Campground to Plain. Would be the gem of Chelan County :)

Connect Black Bridge across railroad

Connect Sellar Bridge bike facilities to Loop Trail. Route uncertain

Connect Sellar Bridge bike facilities to Stevens Street

Obtain easments to connect Pitcher Canyon to Stiss Canyon/Number 2 Canyon via existing roads.

Create recreational trail/route to Horse Lake mountain from No. 1 canyon. New trailhead.

Connect Lincoln Rock State Park to US97A via Rocky Reach Dam. Would be great route for cyclists!

Connect Malaga-Alcoa highway to Rock Island via Rock Island Dam or railraod trestle

Connect ski hill area to Chumstick

Bike route along RR tracks

Odabashian Bridge to Rocky Reach. Create bike-ped route thru Stemilt facility

The Wenatchee Reclamation District pipeline runs along the Wenatchee river from Wenatchee Avenue Bridge into the city along Lower Sunnyslope area. We own some key property allowing the district pipeline to run through our property and want to allow a trail for walking/running from Wenatchee to Cashmere along the river. There is a dirt trail covering the pipeline and would need to be resurfaced and continued along the river to Cashmere. At some time it could also connect to the Apple Loop Trail at Confluence State Park.

Too many fast cars on the road

It would be great to have a safe bike lane from Chelan to Wenatchee

I would love a protected lane out to Malaga since so many people bike this and it would connect south wenatchee to downtown wenatchee services without having to drive

Sunny slope needs access to the loop trail. Also bike lanes on Wenatchee Ave. The loop trail is awesomely wonderful but Wenatchee needs to start thinking of bicycles as alternate methods of transportation, not just recreational. If you commute or do errands in town, you need safe routes into business areas-ie Wenatchee Ave.

I'd like to be able to ride/walk from Cashmere to Leavenworth

North Road is popular with runners, cyclists and motorcycles. The shoulders are dangerously narrow. It's an important alternative route when Highway 2 is backed up.

Bike route from Chelan to 25 mile

Bike route from Chelan to Manson

Bike route up Entiat valley

Bike route Entiat to Wenatchee

Bike route Entiat to Chelan

Need a dedicated trail to ride to leavenworth

This is a highly trafficked area for residents to access town, but it is unsafe for bikes and pedestrians where there is no shoulder along the road.

I would like to see a branch of the loop trail connect to the lower Chatham hill area by going along the river from confluence park and under the bridges

It would be great if we can have a riverside path

We need a simple route connecting areas off of Grant Road to Safeway on Grant Road and connections to downtown East Wenatchee without having to use bikes on Grant Rd. sidewalks and in heavy traffic on Grant Road. Start small, connect obvious needed local travel routes to make east wenatchee and wenatchee more bike friendly. In new developments look for easements across private property to make these connections or connect them now buying easments. If you live off of Grand Road South how does one make it safely to Safeway ? Look for connectionst hat make biking more user friendly and desirable. Why not a sidewalk tram for bike on the Grand Road sidewalk > Think of ways to eliminate hill climbs on the way home. i know I pedaled my way to work and home for years, and on hot days pedaling up Grant Road sidewalk was a bear. Nothing on Douglas County ? More prejudicial bullshit ? Fuck you for doing it this way. >>

Paths on North and South shore

Many people brave this route, locals and visitors alike, but there is nothing safe about it!

Family-friendly route from downtown Manson to Old Mill

Route to connect residential areas to school

Extend trail from Hydro Park to Rock Island.

bike path through leavenworth golf course seems like low hanging fruit!

Provide recreation opportunities for locals and visitors alike and ease traffic in the icicle drainage

Alternative to going through town

Safer non motorized access to icicle

This route is needed.

Use portions of the old hwy to make this a route up to Waterville.

Chelan to Bebe springs could be a nice hiking trsil

Lots of bike traffic. Improved shoulders or bike path is much needed.

Opportunity to continue bike path

Multiuser trail opportunity

Unsafe for pedestrians and bikes

Unsafe for pedestrians and bikes

amazing opportunity to connect Chelan and Mason with a safe walk/bike pathway protected from cars.

It has multi level of hardness and is a route a portion of the population already uses. But it's dangerous

Great tie-in with okanagan wenatchee Natl forest and Mission Ridge. Excellent views, wildflowers and wildlife opportunities. Also appreciate elevation gain.

Much needed non motorized access to cashmere for work and recreation. The road north to Natl forest allows great recreation opportunities.

A rails to trails type unique shared path corridor through the foot hills and meandering along the river. Hills are good.

Ski trail in winter. Walk and bike trail outside of winter. Like the Method Community Trail. Visionary planning, for school children, for workers to commute, and recreation, with economic development opportunity for landowners who deed the trail through their property.

safe way to get from Amtrack to the bike path that goes to Leavenworth

Bike/ pedestrian path to get from north road to Deadman's hill without having to use Hwy 2

It'd be great for recreation and keep folks safe on Squilchuck rd. Ending the route at Squilchuck state park is also an option. As of now though shoulder space is limited both ways and it is a high speed rd. Many ppl road bike it and commute on it currently.

Safe Cross of Wenatchee Ave closer to the North End of Town

Safe pathway through town that runs North to South

Having a safe space to walk in Manson or bike ride would be very nice

Leavenworth E Leavenworth rd

popular route for cycling

Camp 12 bike route. Also it would be great to have a place for to summer ski team to practice without cars.

Leavenworth to Wenatchee. Leavenworth to Plain.

Leavenworth to Cle Elum

Mainline connector between leavenworth downtown and the outskirts where many people live.

would be a great bike/ped path with amazing views and off of the highway

Wenatchee to Rock Island

Shared use trail or widened shoulder

It would be so wonderful to have a bike path from leavenworth to Wenatchee.

Road used to connect here, would be nice if it connected with a bike path

Connection between old monitor rd and downtown Cashmere so you do not have to enter the highway.

The map in the survey does not accurately depict the public lands adjacent to existing roadways. Many great dirt roads meandering the mountaintops above Entiat go North toward Johnson Creek, and go West along the upper Entiat River drainage. Currently it is very difficult to access the vast public lands above Entiat.

Instead of being on the highway, follow parts of the old railroad on the other side of the river. Check out the new path way just outside of Golden Colorado in Clear Creek Canyon. It is part of the Peaks to Plains trail. <https://www.jeffco.us/3792/Peaks-to-Plains-Trail>

Repurpose irrigation path to be multi-use paved bike/walk/etc path and connect with Apple Capital loop.

Congestion on the loop trail; too many different types of users. A gravel or dirt trail is needed somewhere in town for runners

I would like to see a sidewalk or separated path from Crystal View neighborhood to the roundabout for a safe walk or bike ride into town. Including a few crosswalks (preferably with flashing lights) to connect neighborhoods.

Creating a pathway ring around the town allows for low traffic areas to collect onto main lines and allow bicyclists to more freely travel on safe and complete routes

Icicle, East Leavenworth and through HWY2 has a medium sized shoulder on East Leavenworth and the Icicle bridge is a hazard.

I have biked Hwy 2 Lake Wenatchee - Leavenworth probably over 100x over the years. Spectacular scenic route along the River, but also a bit risky with sometimes narrow shoulder and the traffic. West shore Leavenworth to bridge has maybe mile or two that would take some serious blasting, but remainder appears to be relatively tame, especially north of the bridge. I consider this highest priority. Most other routes checked herein already have lightly traveled roads that are bike friendly (e.g., Wenatchee - Leavenworth).

I would definitely be interested getting involved with any committee dealing with this.

thank you.

Shoulder needs to be widened for a bike lane!

No safe way to get there

Would be nice to not get on the highway

Connect Lincoln Rick trail to Chelan

More accessible for bicycles and a bike lane

malaga alcoa hwy

Only way through here is the hwy

Wenatchee to mission ridge is so dangerous

Wenatchee to Chelan is super scary because of the speed and lack of area to ride on the shoulder

There is a connector off from the service road by the old TreeTop plant to the highway if you are going west. But coming from the east (Wenatchee) there's not a good way to get across the highway on this stretch. If you could safely and legally ride towards Cashmere from Old Monitor Road it would provide a connection to the traffic light and the Cashmere roads - which would be a huge improvement for cycling safety.

Improving connectivity between Miller and the Mission St path connection would provide a much needed E/W connection for cyclists on the south end of Wenatchee.

I walk on Long already but with construction coming, hoping to still have access.

unsafe for people walking or running, no shoulder. Many kids walk to school this way and cars drive very fast

Bicycle friendly Lane or other safe alternative for riding on HWY

Bicycle on highway safety improvement

Paved pedestrian path. Quarter mile. Saves bicycles from crossing US-2

Pave dirt road for bicycle use.

I/we will not ride our bicycles on this highway to Leavenworth. Even taking the backroads, we have found, are VERY narrow and too dangerous. Not a relaxing ride at all!

The shoulders are extremely dangerous and its the most dangerous hiway in the state! However, we would encourage you/your team to consider an alternate bike/walk path on the Douglas Co. side of the river up to chelan falls and then on to Chelan. You could connect to BeeBee Park and up to Pateros!

A trail here under the Wenatchee bridge could connect Chatham Hill with the loop trail, Horan road, and access to Horselake road via the Southbound lane of the bridge.

Heavy usage by pedestrians, cyclists and vehicles during high seasons: summer and winter. There needs to be connectors between North and South Lake Wenatchee State Parks areas and Beaver Valley Rd. Also need between North and South Lake Wenatchee Parks, perhaps in the form of a bridge for pedestrians and cyclists, across the Wenatchee River.

US2 to Plain via Wenatchee River

great route for commuting and recreation.

Around Lake Wenatchee

Wenatchee to squilchuck st park

It would be nice to have a separate walking and bike path on this loop, no motorized vehicles

Skyline used to be fun to walk but now feels too narrow with the fast traffic. It is a beautiful road and could use a bike path

This short section is very narrow and has more traffic now with the new trail head

Connect Crawford and South Wenatchee to loop trail with a safe path

Its beautiful and needs a more direct route, separated from cars

Fast cars on the hwy, needs a separate path

Leavenworth needs a bike path that connects to Plain and Peshastin. Prioritizing non highway routes would be great! Highway routes are also important, but lower priority.

Improve for walking and biking. Add sidewalk.

DNR decommissioned dirt road (Camp 12) at Plain, connection to Chumstick Hwy. Currently the dirt road is unmaintained and sediment runs off into Wenatchee River (ecological hazard to sockeye). Opportunity to fix this and create multimodal connection from Plain to Leavenworth.

A bridge across the Wenatchee River would connect the state parks and remove traffic from US-2

It is a nice scenic route, but it has narrow shoulders and blind corners.

Scenic route along the river, but the road has no shoulders and some blind corners.

connect river road to chumstick to avoid much of upper chumstick. Leverage the railroad bridge across the wenatchee?

we need to have a path for bikes and people separated from the chumstick highway and back to leavenworth via highway two.

Chelan to Manson

Crossing Nason ridge community forest, tying to State park and Lake Wenatchee highway across the proposed pedestrian bridge. Out and back access to fish lake. Could be tied to Coles corner parking and transit site.

High traffic for cyclists and walkers without safe barrier from cars

Connecting Chumstick with Ski Hill area.

connectivity to sellar bridge from residential neighborhoods

path separated from hwy 2 to monitor along the wenatchee river

Would like a wider area from downtown Chelan to South Lake Shore and the wineries due to fast traffic volume.

Following along current train right of way.

Follow alongside railway right of way

It would be nice for visitors to have a path from the train station into town.

A pathway from Sleeping Lady into town. Or, at the very least wide shoulders.

It would be nice to have a safe path or wide shoulders to complete a loop around E Leavenworth, Icicle Road and back to town.

Icicle RD and fish hatchery.

East leavenworth rd.

Icicle Rd

Mountain home rd

We have so many locals and visitors that walk and bike east Leavenworth and there is limited sidewalk and very sharp turns. I feel it would be very beneficial for our community to have a bike path walkway that loops around Leavenworth and east Leavenworth!!!

Many people could use the route to get to town for errands and don't have to find parking or get trapped in tourist traffic! I would do my errands using this route instead of driving and wouldn't drive. Sometimes in the summer I have to avoid going to do anything in town because the car traffic is so bad that you can't get anywhere- even just to mail a letter or get groceries!

This would provide such excellent safe recreation and exercise. It would also make it so much easier to visit friends who live on this route. And would reduce cars! And alleviate road rage from drivers!

I could go to Wenatchee to do errands, visit friends, and get exercise. As it is now, you have to patch back roads together in a complicated way and you still have to cross Highway 2, which can be dangerous. Connect this route to the riverside trail in Wenatchee and wow! Would be so wonderful!

Plain to Hwy2 Campground. Crosses old bridge, follows river road, Reopens access on old road grade at southern end of river road to lightweight traffic connecting to highway 2. Can terminate at closed NF campground or continue West to parking and transit at coles corner. and or continue north to lake Wenatchee area.

I'd love to see a direct and connected bike path between Lake Wenatchee and Wenatchee. I would use this route all the time, especially in the spring/summer and fall. It would help cut down on traffic, be another strong pull for tourism and money and be environmentally friendly.

Just commuting and exercising from Wenatchee to Leavenworth!

Tumwater canyon from Leavenworth up to Nason Creek Rest Area. Could use the west side of Tumwater as a human-powered trail as well as the Old HWY 2 trail in the upper valley (between Winton and the Nason Creek Rest Area).

A protected lane adjacent to HWY 2 is needed in this corridor

Protected bike travel between Leavenworth and Chelan

Public access right of way

Dream scenario: separate multiuser path for recreation and commuting

Realistic: bike lanes and "sharrows" with law enforcement buy in. Paint on the road doesn't protect me from aggressive or inattentive drivers.

I would like a safe bike path to and from Leavenworth.

Lk Wenatchee to Wenatchee Park

Increased bike/pedestrian traffic in recent years, kids and adults. Bridge is major safety hazard to non-motorized traffic.

East Leavenworth Road, higher traffic with no sidewalk or safe place for pedestrians and bicyclists.

Not friendly to anyone except motorists

River trail from Walla Walla Park to Cashmere and Leavenworth

A pathway that could accommodate walkers, bikers and skiers would be fantastic between Plain and Lake Wenatchee State Park

Creating a trail/path along what used to be Camp 12 Rd from Plain to Leavenworth that could accommodate walkers, bikes and skiers (and snow shoe-red) would be a great addition to the upper valley

Riding back roads stops just before Cashmere. Short paved trail would extend the range into Cashmere.

Using low traffic paved roads between Wenatchee and Leavenworth by bike does require getting onto the busy highway on at least one section, including having to use a narrow sidewalk bridge with distressed surface.

This section is non-maintained dirt, not suitable for road bikes, but does provide a way to road bike from Monitor to Cashmere without getting onto the busy highway. It is super scenic, and the western terminus is near the railroad tracks and former open sewage ponds in Cashmere. I feel like I am trespassing to use this route.

Although there are places to walk and bicycle between Wenatchee and Leavenworth and Lake Wenatchee, there is not an obvious path connecting these destinations that doesn't require sections of shared highway in areas with insufficient width for general recreational cyclists (in contrast to experienced road cyclists). If possible a shared use path for non-motorized, dog-friendly travel would provide an exceptional opportunity for both local and inter-community travel.

Use the old flume route from Antilion Lake to Downtown Manson

It could be in a slightly different location but a safe way to get past Wenatchee Ave (especially with children).

This route connects Leavenworth to Lake Wenatchee through Highway 2 and Chumstick. These routes are ridden daily by cyclists, and are extremely windy and dangerous around corners. It would be great to see this altered for ease of use for the upper communities.

This would be a beautiful, scenic pathway linking Leavenworth to cashmere along the river in the areas that really shine along the drive between the two cities.

I want to ride this route safely.

Traffic safety for bicycles.

Traffic danger to bicyclists

From Upper Joe Creek there is an abandoned irrigation ditch line that would make a great path almost to down town.

East Leavenworth Rd loop to Icycle Rd is good for Town and surrounding area.

a connection of ski hill to chumstick that is paved.

connect downtown Leavenworth with trails at Ski Hill

North road has many bicycle encounters with cars and trucks because it's a great place to ride though there is not a bike lane. There aren't even shoulders.

A bike/walk lane was built from Leavenworth to the train station. Extending that lane to Peshastin would solve a lot of problems.

This would be a great path

A bike/pedestrian path here would provide a safe route to a side road to avoid the highway & travel from Leavenworth to Cashmere

Bike commute from loop trail to CWH is too close to traffic

Icicle - East Leavenworth Loop. Lots of biking, walking, and running traffic on this loop already with no shoulder for much of it.

North Road - lots of cyclists already. A great alternative to a path along Hwy 2 in this area.

No westbound shoulder or space

Horrible chip seal work last year makes North Shore unsafe for cyclists.

Along the south side of the highway from cashmere to monitor, utilize the pedestrian bridge already in monitor. Then a path along the north side of the highway from monitor into north Wenatchee sunnyslope area crossing at easy street. Connecting to the loop trail on the north end.

To get to Leavenworth you have to use Hwy. Would be great to get a path

Get off the freeway

The chum stick has a lot of bicycles on the road and all the curves make it very unsafe to ride your bike. Many bikers use the chumstick and there are quite a few close calls! In our area there just aren't any paths for biking.

A way to travel between Wenatchee/Cashmere/Leavenworth without having to use a shared road would allow my family use the route by bike.

I know a bike path goes part of the way, but being able to get up to Entiat without going on a shared road would make it much safer and more accessible.

I haven't tried to bike along the Lake Chelan shore, but it would be worth the drive from Wenatchee for sure! I'd only do it with good bike lanes or especially a dedicated recreation path.

Safe access to Cashmere Canyons Preserve TH by bike

Road shoulders are too narrow to allow safe walking or biking

Bike lanes around Lake Wenatchee would provide much better safety for the many bikers who ride on the road coming from the state parks.

Peshatin to Leavenworth, use it to get to MTB trails.

While very rough the idea would be a long term Wenatchee River trail from Leavenworth to Wenatchee. This route could be used from bikes, pedestrians, to horseback. The concept is wild but would could bridge Wenatchee with a major Tourist grab, Leavenworth, as well as be a focal point for both orchards and vineyards along the path

Many spots require either riding on 2 or going well off course to get to Monitor and Wenatchee by bike.

Bike lanes along Euclid from Confluence Park to the Odabashian spur would be helpful. Traffic there is heavy with large trucks, busses and cars. Too frequently, they drive very closely to bikes there.

This would allow bikes to detour around the congested part of Walla Walla Pt. They could then follow the roads and parking lots to the picnic shelter south of Walla Walla Pt.

A path along the west side of the park from Linden tree to the picnic shelter at Walla Walla point would bypass the congested walking trail near the river. Cyclists could then use the roads and parking lots to detour to the north end of Walla Walla and rejoin the trail that heads up the hill to the street.

bike lanes along Easy Street would be nice. Many cyclists follow this route from Wenatchee to Anjou Bakery

Recreational route: Downtown to foothills

Recreational Route: Downtown to Foothills

Recreational Route: Downtown to Foothills

Recreational Route: Downtown to Foothills

Recreational Route: Downtown to Foothills

Recreational Route: Downtown to Foothills

Alternate route for bikes around congested popular trail points

Alternate bike path to avoid walkers, organized races/events and slower traffic. It would be nice to avoid young children, strollers, large groups and pets.

A bike lane along the road between Confluence State Park and the west end spur to Odabashian Bridge is needed. There is too much traffic, including semis with fruit headed north and it can be unnerving/dangerous. We've had way too many vehicles that pass dangerously close.

Leaving Majeska lane turning onto highway it's hard to cross over and we need some help here for getting onto highway or over to anjou bakery

Safe bike route to #2 Canyon

would like to be able to walk or bike to lake wenatchee. the existing road is too narrow and busy to feel safe East Leavenworth to icicle rd then Highway 2 to East Leavenworth Rd

What is the problem in this location? Please describe below.

Curve, terrible visibility, narrow shoulder, shoulder is crumbling on one side and metal barrier with no shoulder in the other. Totally unsafe for walking. All of North Road is unsafe for walkers, this spot is one of the worst. All the 45 degree turns on North Road are where cars can't see pedestrians around the bend

Too much traffic not an easy route to ride bicycles to Leavenworth from Wenatchee

Ski hill/Titus Rd is 35 miles an hour, and is County rd. has no side walk or Bike lane, yet has a ton of residential traffic and a lot of bikers and walkers and kids. I live on Titus, this area needs bike lanes and a reduction in speed limit, and a designation as a scenic loop.

Unsafe riding on Chumstick highway

Steep with no shoulders for most of the trip up or down Beaver Pass

Narrow and winding canyon with lots of traffic and narrow shoulders

would be nice to be able to bike from leavenworth to wentachee with no highways

Very tight bridge with edge not big enough to provide adequate distance between bikes and cars going 60mph. Also typically extremely gravelly making biking it not safe.

Very tight bridge with no good space for biker

Very tight bridge with no good space for biker

Have to take the road, unsafe and to busy

Dangerous, no shoulder roadway

Cars parking on shoulder forcing foot traffic and bikes into busy roadway

Lack of pedestrian sidewalk and bike pathway from E. Leav Rd to and through River Bend intersection along Hwy 2. Very dangerous.

Lack of crosswalk at Alpensee/Hwy 2 AND E Leavenworth Rd and Hwy 2

I don't want to go along highway 2

No Path for Bicycles

No safe bike route, that does not cross highway

No non-motorized access from downtown Chelan to Walmart.

Extremely narrow shoulders for bikes and/or pedestrians from Chelan to Manson.

Very narrow roadway along south shore of Lake Chelan with increasing usage by summer visitors.

Bike lane proposed from Chelan to Lakeside but many many driveways and heavy shoreline developments proposed.

No bike lanes. Narrow shoulder

Narrow road and no room for expansion

Plain to Leavenworth is very dangerous. Not much shoulder

Real need for more traffic lanes to accommodate wider walk/bike space.

Traffic

There is very little way to safely get beyond this area to the East of Leavenworth. You must, at some point, get on Highway 2 in order to bike to Cashmere.

Too narrow for even car traffic. High traffic area. No room for passing

No sidewalks.

No safe Crossing on 97A

No safe home way or walkway between Entiat and Wenatchee

There is a lot of traffic and no safe passage other than going behind Stemilt onto their paved road. If I have to get to work past the bridge then I have to worry about cars going 45 mph on the shoulder of the highway. I use this road every day to get to work and many walk as well.

No bike path. Highway and back roads are unsafe to bike/run/walk. Back roads have small shoulders and cars often don't expect pedestrians or bikes.

HIGH PRIORITY:

S. Mission street needs to be addresses for safety of pedestrians. Cars don't stop at crosswalks and have almost gotten run over during (walk signs during red lights). Pedestrians are not prioritized by drivers and are difficult to see on 3 lane roads (especially on Mission and one-ways). The red flags and yellow light station by the DuchBros for pedestrian crossings are great low cost alternatives but due to the high volume of traffic and cars I do not feel comfortable (or enjoy) walking around these areas. I see many hispanic community members walk around these areas for groceries and errands. Wealthier areas of Wenatchee have pedestrian walk signs all over but this part of the community has only one for a high density area.

SOLUTION:

Highly recommend considering turning the 3 lanes into 2 lanes but adding a larger bike/walk pathway with trees/bushes/water limited plants lining between the road and pathway (mostly will be a very unpopular choice among car commuters).

The red flag system is a great creative solution but is a problem area. I do not feel safe crossing and do not trust cars to see me.

Pot holes, not pretty or attractive area to bike. Has lots of potential tho!

Small lanes and very fast/highly trafficked cars. Do not feel safe walking or biking on this road. Would prefer a separate bike/pedestrian path.

Cars don't see pedestrians often at this location. Very trafficked and more dense than other intersections.

Highly trafficked road. Very unattractive signs and narrow sidewalks. Don't feel comfortable walking/biking on this road at all given the traffic, pollution, loud noise, etc.

No path to ride, narrow road connector with cars moving quickly and not paying attention

traffic

traffic

traffic

traffic

traffic

Unsafe area, homeless and vagrants

After riding to Anjou bakery outside Monitor one must either ride against traffic on Highway 2 or cross the highway. A short path could connect to Cashmere. This is a very popular ride that could be easily improved. Also access to this trail from the Wenatchee side.

Traffic

Exposure to cars

No safe walking paths

Blind corner for traffic, zero shoulder for non motorized transportation like bikes and strollers. No safe alternative to the roadway, as the banks leading up to the railway are steep. The road under the gristle is poorly drained leading to ice and hydroplaning in an already sharp, blind curve. It's the number one reason my kids can't bike to work or school.

There are blind corners and no shoulders for bikes and cars to safely share the roadway. Also, lots of speeding 50+ mph. There's a preschool up Sunitch canyon. I wish my daughter and I could bike to her school, but because of this unsafe section, we have to drive.

I would love to bike to the train station, but the railroad tracks is on a blind, poorly drained corner that makes it very unsafe to share the roadway with cars. I see many pedestrians in the road with no shoulder and cars flying around the blind corners. I can't believe no one has been killed yet.

Busy and dangerous intersection. Lots of free rights being taken while people crossing. Long intersections.

Shoulder not wide enough to safely bike across

Bridge- no shoulder and sidewalk too rutted for road bike

Highway crossing

No space for bikes or bike lanes. Difficult and unsafe to travel along Wenatchee Ave or across Wenatchee Ave.

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Railroad underpass is too narrow, no sight distance

North wenatchee avenue has no place safe for bikes, along its entire length from downtown out to maiden lane intersection and over bridge heading out of town

Miller street does not have adequate space for bikes and traffic is too fast for bikes to be in car lanes

How do you get from the bike path to Freddie's?

Need bike path connection from loop trail to Grant rd., and bike lanes on Grant

You can't safely bike from Wenatchee to Cashmere.

Dangerous to bike from my house down 9th to the Loop trail access in traffic

This whole shopping center is dangerous for bikes - I can get there easily from my house but the huge parking lots are awful to navigate

Crossing difficult

Crossing Wenatchee Ave difficult

Bike on the public road between Chelan and Manson as well as anywhere around Chelan is just too dangerous. We need separate paved trails to bike on to be safe. Motorists are just too distracted using their cell phones still.

Terrible round about

I wish there was a crosswalk here!

Skyline is so narrow and people drive way too fast. Feels very unsafe to walk or bike on the shoulder.

Very narrow shoulder, on a blind curve under railroad overpass.

Somewhere along this stretch of the Chumstick, shoulders become extremely narrow and curves in the road make it unsafe to ride here.

Chumstick - driveways, cars travel too fast, unsafe shoulder

No safe space for bikes or runners.

No safe way to travel unless you are in a car.

No safe way to travel unless you are in a car.

Shoulders along the Malaga/Alcoa highway are not wide enough to really be safe and cars drive too fast and pass like crazy.

There is a major lack of access to the loop trail from the South Wenatchee area. People have to go all the way to the Pybus area to access major nice pathways for recreation. The railroad lines and lack of streets near the river in south Wenatchee are access issues.

There is only a crosswalk on the south side of the intersection. If you are biking toward the west, it's really tricky to feel safe and be in the correct lane.

Narrow shoulder, high speed traffic. It is dangerous to run or bike on Squilchuck.

No bike path that does not include heavy or dangerous car traffic

Traffic goes really fast on easy street - above marked speed limit, and intersection of Easy and Hwy2 really busy with no safe place for pedestrians or bikes.

Narrow shoulder on highway with no alternative routes

Narrow bridge crossing

Bridge with narrow shoulder on busy highway. Could use alternative crossing

Narrow sidewalk highly exposed to traffic. I see many cyclists or pedestrians use this bridge as the Loop trail bridge doesn't provide access to the residential neighborhood or commercial district on SR285

Narrow shoulder no designated bike lane

Scary bridge

Bridge

There are areas where the shoulder is too narrow and/or the car speed limit is too high. From Lakeside to Pat and Mikes, even though the shoulder is wide, the speed limit makes me uncomfortable. From Pat and Mikes to state park, there are areas where the shoulder is too narrow and one is uncomfortably close to cars.

No shoulder

There is no shoulder crossing the bridges, so bikes have to go into the highway

No shoulder crossing bridges. Bikes have to go into the highway

50mph speed limit, very small shoulder. Would be great to at least have the speed limit from Leavenworth the the Eagle Ck intersection be 35-40 instead.

poor shoulders in and out of Leavenworth

Traffic and limited shoulder

No shoulder

Crossing feels unsafe during high traffic times. Many students cross the road here and motorists do not pay attention

No way to bike around the highway here

Speeding workers through area that pass each other at the beginning and end of shift work. Very busy during harvest months. Little shoulder on some areas of road to share with bikes.

Road is too narrow for cars and bikes

Have to cycle on the highway as there is no country road connection over the wenatchee river

Crossing busy intersection. No bike lanes.

Bicyclists need to use highway to get to road that leads to Anjou

No non- motorized access path to Ohme Gardens from Wenatchee

Rafters and kayakers regularly bike shuttle from Cashmere to Peshastin for pu-in access. Roads are terrible for bikers, no safe

The road is too narrow and dangerous to hike or run here... you can take north road but after peshastin you are back on the road.

There are no sidewalks

no sidewalk on Burch Mountain Road

no way to cross on foot or bike from School Street to across the highway

no side road to stay off the highway

no alternate to the highway for bikes

No pedestrian/bike path and narrow shoulders in many areas forcing bikers and walkers into dangerous confrontation with vehicles.

There is too much traffic and congestion to ride safely to Grocery Outlet or other stores on Wenatchee Ave. I'd like to ride my bike more for errands around town but it doesn't feel safe to get off of residential streets or the Apple Loop trails.

Narrow road with not enough signage about watching for cyclists and pedestrians

Need more signage for cyclists and pedestrians

No safe path

No safe path

No safe path

No safe path

No safe path

Lack of shoulders make cycling hazardous

Don't want to use the highway

Don't want to use the highway

Travel along the Malaga Hwy is very dangerous. It is supposed to be 50 mph but people speed.

Travel through Wenatchee downtown is hazardous. I've stopped biking through town due to concerns about being hit by a vehicle.

Travel along the Hwy is hazardous! Would bike this route if there were a separate path.

Poor shoulder, mixed surfaces narrow

Crossing multiple lanes of traffic on a bike as they merge

No bike shoulder or bridge deck

Great place to die riding a bike

More ways to kill a cyclist, no lane.

Narrow shoulder, I blame the railroad

Can I mention ALL of Chumstick Hwy, narrow to no shoulder, blind corners, maybe inslee wants to ride it.

Difficult to relax as there are too many bikes going too fast not utilizing or following the rules. Speed, warning walkers of their approach, are big issues.

In some areas of south lakeshore road the road is so close to the embankment it is very dangerous for walking and bicycling, especially during the busy summer months.

Pat and Mike and North

South Lakeshore RD from 25 mile Creek State Park to Hwy 97A has many areas with very narrow or unnavigable shoulders.

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No bike lane, cars merge from bridge without looking for bikes. Very unsafe.

Chelas has no safe bike path

Roundabouts are nice but cars drive SO fast on this road it is not the safest bike route

The train parks for long periods of time. Residents at riverside nine that work at the clinic have to drive because we don't have an over or under pass

Bridge with narrow and damaged sidewalk

Easy St, both sides, to and from Hot Rod cafe. Narrow rough shoulders.

97 eastbound from hot rod to apple road. Dirty shoulder with hurried car traffic from light

The Chumstick has small shoulders, blind corners, and fast drivers with little tolerance for cyclists

There is not a great way through Monitor on a bike

Very busy complicated intersection

Highway 97A is realllly scary to bike on

I bike commute on the chumstick and there are a lot of blind corner with no shoulder.

One ways. No bike lanes

Dangerous fast and blind corners that see a lot of bike commuting traffic

If you've ever driven under this bridge then you know what I'm talking about...

Busy intersection thats scary for bike commuters (and cars)

Bike paths are not consistent through Leavenworth. Are also not well maintained- worried will hit a nail or slide on gravel.

Western street is too busy, bike lanes are obstructed by parked cars

Cyclist issue: Peshastin to Dryden is accessible only via Hwy 2.

Do not feel safe in this stretch of Worthen with the homeless and drug use in the area. From pedestrian bridge to south of Pybus. Gotten better with the dog park, but still do not feel safe alone here.

Limited or no shoulder and fast traffic

Dangerous for biking or running. Fast aggressive drivers and bad to no shoulder

Poor sections of shoulder along the hwy, would prefer larger shoulders

difficulty/safety in getting through Big Y

97A south of Rocky Reach is unsafe

Malaga Hwy from Wenatchee to Malaga is unsafe

Narrow shoulder on Chumstick Hwy is unsafe

Washington Street from Orondo to Western Ave needs a bike lane or other separation

North road has thin shoulders and receives a ton of bicycle traffic especially on weekends. A bike path to the old mill site park would be the very best.

It is not safe to walk or ride a bike on Hwy 2 anywhere from Leavenworth to Wenatchee. People drive too fast and there are too many semi trucks on Hwy 2 for the path to not be divided.

Walkway too narrow

You have to ride on the highway to cross the Wenatchee River and the sidewalks are too narrow

Highway 150 is not friendly to pedestrians, cyclists. Narrow shoulders, high speed/volume motorized vehicle traffic.

The entire network between and among Wenatchee area, Cashmere, Peshastin and Leavenworth is sketchy, at best. A coordinated, non-motorized route is warranted.

Too narrow!!

Terrible intersection

Interchange is problematic for bikers

It's very hard for cars or pedestrians to see incoming traffic coming from Orondo Ave when crossing from Alaska St. The field of vision is minimized by parked cars on Orondo Ave.

This is literally an accident waiting to happen. There needs to be flags or a stoplight in this intersection. I avoid crossing this street as much as possible. It's ironic because there is a clinic and school nearby.

We need some sort of stop light here to help pedestrians, and drivers. Growing up in Wenatchee this problem has never been rectified.

Busy highway, no shoulder or path

Busy highway. No shoulder or path, secondary roads often have agricultural vehicles and activities occurring.

No shoulder. Aggressive motorists.

Chumstick narrow shoulder

Chumstick narrow shoulder

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| Chumstick narrow shoulder |
| Chumstick narrow shoulder |
| Chumstick narrow shoulder |
| Chumstick narrow shoulder |
| Chumstick narrow shoulder |
| Chumstick narrow shoulder |
| Narrow dangerous bridge |
| Dangerous highway crossing |
| Dangerous merge for bikes |
| Hazardous on ramp traffic/ merge |
| Dangerous left turn for bikes |
| Dangerous crossing for bikes |
| Trail not maintained in winter |
| Side of highway is very dirty and littered. Cyclist forced to ride this short section of highway |
| Unsafe shoulders, no walkable path |
| Unsafe or non-existent shoulders and no non-motorized paths |
| No bicycle access except on highway. |
| No bicycle access except on highway |
| This would be a great place to connect to Grant County and the Iron Horse Trail. |
| Hwy 2 through tumwater canyon is so dangerous. Cars are moving fast, blind corners, huge RVs and trucks are on the road. |
| Fast cars, blind road curves, large trucks and rvs |
| No shoulder, narrow roadway, blind corners. Not safe AT ALL for children. |
| High traffic area, blind corners, narrow roadway. |
| No good alternative off US2 for biking between Peshastin and Stine Road. |
| Sketchy |
| Low visibility and no shoulder |
| Wonderful bike lane across Odabashian Bridge, but it is a filthy mess in winter months and often has broken glass thrown from cars. |
| Wooden bridge deck just south of Sellar bridge on trail to Fred Meyer and Hydro Park is HORRIBLY RoUgH! It knocks your fillings out at any speed. |
| Wonderful bike lane across Sellar bridge goes NOWHERE on the west end. It should connect to the west side of Apple Capital Loop trail. |

Another rather rough long wooden bridge deck on Apple Capital Loop trail just north of one of the trailheads. (27th?)

It sure would be nice to provide year-round access to the Rocky Reach trail. Closing it the three nicest months of the year until noon needs to change. We paid for this trail but are prohibited from using it. (Not to mention being unusable if there is flooding or snow) Would you close Hwy 2 every morning?

Nice wide highway shoulders on 97a north of Wenatchee, but they are frequently a mess of rocks, loose gravel and large potholes from below the cliffs. It can be like riding a slalom course in places.

Highway 2 between Leavenworth and Peshastin is narrow and has too much traffic to feel safe while biking or walking

No shoulder, narrow road.

Narrow and congested

Highway 2 in the Tumwater is scary to bike

Narrow shoulder, traffic too fast and close to cyclists without a barrier, don't trust motorists to pay attention and give proper clearance

Chumstick drivers don't like cyclists, drive too close, would be better to have a proper bike lane given the volume of cyclists

A lot of highway cycling between Leavenworth and Wenatchee, better to have alternate route or more protected path alongside traffic

Dangerous turn going from E Leavenworth Rd left toward town. Unsafe for cyclists.

This whole stretch of E Leavenworth Rd has no shoulder, at times a ditch or immediate foliage. Cars go so fast.

Dangerous going left across the highway.

Dangerous going left across the highway.

From the Peshastin bridge to Dryden, it's very scary getting to Pine Flats Loop Road to Cashmere.

From Cashmere to Monitor Bridge by anjou bakery is scary on HWY 2.

Too steep tight switch backs don't feel safe sharing with cars

Narrow shoulder on bridge, road debris & high speed traffic

Riding wrong way on shoulder heading north vs crossing multiple lanes of high speed traffic

Getting from the Apple Loop to head west towards Cashmere is scary here.

This area is tricky to navigate safely on a bike.

This road is a lovely, but I'm terrified of getting smoked on my bike. Narrow shoulder and curves.

Would love an easier way to cross the river here without going to the hwy.

Would love to ride this road, but I don't want to die on my bike.

Narrow highway little to no shoulder

Narrow highway little to no shoulder

No shoulder

No path off of highway

Limited shoulder on part of chumstick

Really togh road surface

Limited shoulder on E Leavenworth

Heavy automobile traffic

Bridge sidewalk narrow- bikers on highway with no shoulder

Lots of merging traffic

Tunnel is super dangerous to ride northbound. Southbound is fine.

First mile (or so) on the way out to Joe Miller Road has a very narrow shoulder that is always covered in debris.

Motorized vehicle traffic does not give much room to cyclists along this stretch before the shoulder widens.

Narrow road no shoulder

I've lived fhere for over 30 years and have no solutions for this intersection; the junction by (the original) Apple Annie's and Rustys is a disaster waiting to happen. I avoid it on my bike and only drive through it regularly because I have no options.

No bike path, narrow road.

Narrow busy bridge

Limited shoulder. Curves w/potentially distracted drivers

Narrow shoulder. Lots of debris.

Easy street is not safe bicycles/pedestrians.

No bike path.

Bikes in the traffic circle

Poor quality of shoulder. Poor visibility.

Poor quality of shoulder. Aggressive traffic.

Only option is Hwy 2 - dangerous

NArrow shoulders next to 50 mph traffic

Narrow highway bridge. No shoulder or useable walkway

Bike lane disappears at gustav's

Bike lane follows turn lane. Almost have been hit here several times

Bike lane has numerous driveways entering/exiting the roadway cars turning right across the bike lane constantly- a death defying ride every day during busy season. Bike lane disappears in Winter

Possible exit from the highway at Saunders eliminated when highway modified at big Y

bike lane exit from Hwy 2 to frontage road poorly angled and often full of debris = unusable

Bridges on Hwy 2 are very dangerous- bikes forced into right hand lane from paved shoulder. sidewalks on bridges poorly maintained- usually full of rocks

Tumwater was at one time a great option. resurfacing projects only put new asphalt in the traffic lane. This effectively narrowed or eliminated the paved shoulder for bikes due to rocky debris from the edge of the road. The uneven edge also creates a dangerous path for the rider. Original wide shoulder was excellent- (pre year 2000 or so)

Us 2 is dangerous to ride along.

High speed traffic interchange. Needs more bicycle separation.

Tumwater canyon bicycle traffic shoulders too narrow.

Chumstick road shoulders too narrow for bicycle traffic.

Poor bicycle connection in Cashmere to Monitor area.

No shoulder

Have to bike on highway, no side roads connect

Walking and bike routes to peshastin from Leavenworth

Have to get onto Hwy 2 to go down-valley.

Dangerous Hwy 2 crossing.

Dangerous Hwy 2 crossing.

Dangerous busy intersection.

Dangerous congested area.

Entiat Bridge is quite narrow

Tunnel, Rocks, traffic

Traffic, rocks

Narrow highway.

Narrow highway.

Difficult for a bike to navigate from the loop trail to Chatham Hill Road as a route to Cashmere.

Drivers are aggressive and dangerous.

Bridge crossing with narrow shoulder

Bridge crossing with narrow shoulder

Area along Hwy 2 have minimal shoulder

Stretches of Chumstick Highway have minimal / non existent shoulders.

Have to get on US 2 as bicyclist

Have to get on US 2 with cars at high speed

Riding a bicycle on the highway is too dangerous

no bike lanes available on Cherry Street

No barrier to highway traffic

Safer bridge crossing.

Safer bridge crossing

Safer bridge crossing

No shoulder, blind turn, very narrow

Blind turn, very narrow

Heavy debris on shoulder and fast traffic

Very unsafe riding along HWY 2; fast traffic, poor visibility by traffic and heavy debris on HWY 2 shoulder. A path mirroring train-tracks to the south would be ideal, coming into Wenatchee at Easy Street.

Crossing Hwy 97 A from river trail over to Columbia Breaks interpretive trail

Cars no shoulder

The bike route goes by Martins and onto the highway. If you are coming from Wenatchee there is no way to get onto it

I ride to Wenatchee from Cashmere via sleepy hollow rd. Once you come down into Wenatchee, there is a little path that puts you out at the bridge across to Walmart. But this is a pedestrian sidewalk and the traffic is so fast and heavy it is not safe to bike in traffic here. Going the other way back to Cashmere, There is no good way to get across the bridge without going on the sidewalk. The sidewalk has no barrier between it and traffic. It is narrow and there is not room for 2 bikes or people.

There should be a bike lane going up horse lake rd to Walmart and beyond. Or up the road to home depot. There is a bike route that starts randomly at home depot but there is no good way to get to it.

This bridge is very unsafe for cyclists. Small sidewalk, usually lots of gravel and debris

No good way to get around "the big Y" on a bike without riding in the merging lanes if you are coming from Leavenworth down

One of the few "missing links" for a non-highway paved bike ride to Wenatchee - gotta get across the river here. A better link to Saunders Rd, or even better, a link from Derby to Dryden would fix it.

This bridge is terrifying to bike across, and currently it's a key link

Key highway crossing here on the non-highway bike route and its a bit dicey.

Would be nice to have a non-highway route to Cashmere from here

Whatever else happens trail wise, I am worried about the pictographs on the pipeline trail. There has been a lot more graffiti out along that trail lately, luckily whoever it is just hasn't realized yet that there are pictographs to deface.

Curves, no shoulder

Mix of bikes and cars is unsafe on all mountain roads. Do NOT mix bikes and cars on mountain roads. Provide separate paths for bikes but tax bikes to provide that.

Same as already written. Move bikes off of highways. These highways are not well maintained and too narrow for both bikes and cars/trucks.

Same as written.

same as already written

dangerous

All of N. Wenatchee Avenue is a problem.

Hwy traffic, small shoulders

No shoulder

Heavy traffic, needs bike lane

South Wenatchee to Malaga underserved with no bike or walking paths and heavy motorized traffic.

Wenatchee to Cashmere and upper valley. Popular area with some back road connections for bikes. Routes poorly identified.

Shoulder not wide enough

Shoulder not wide enough.

North road: shoulder not wide enough

Requires riding on Highway 97/2 over a very unsafe bridge due to narrow sidewalk.

Dryden to Peshastin, either way you ride on very dangerous sections of highway 97/2

Need a bypass of the loop trail where riders can ride faster. Loop trail is too congested, has a speed limit, and is not designed for faster equipment (road and e-bikes)

Western as a path has too many cars to be safe

There are only high traffic unsafe areas or narrow roads without adequate space for walking/biking to get from the Cashmere/Monitor area to anywhere in the county. We would utilize our bikes much more frequently if there was better access.

Knapps Hill tunnel isn't wide enough to be safe.

Its a high speed highway with safety issues for cyclists and ped. This would require an off highway path

Also a highway with no cycle/ ped path for commuting and enjoying the river

narrow and uneven sidewalk, never cleaned.

narrow shoulder and a lot of big trucks drive through this area.

narrow shoulder. A lot of large vehicles drive through.

Squilchuck Road is narrow

Western Ave to Canyon 2 Road heading South and West needs to be widened and/or a bike lane.

Getting across bridge -- should have a wide bike lane on West side of bridge for 2 way traffic. Bikes traveling from Wenatchee towards Cashmere use this route and are forced on to sidewalk.

No bike lanes, no sidewalks in the direction of traffic, high traffic, unprotected left turns by drivers.

High speed traffic, no sidewalks or protected bike lanes

Fast moving traffic, minimal shoulder, no bike lanes or sidewalks or paths.

Fast drivers, high traffic, no protected bike lanes, lots of unprotected turns by cars

no bike lane, traffic speed

no bike lane, narrow road

no bike lane, traffic speed

No bike paths or bike lanes from Leavenworth to Cashmere. US2 is unsafe for cyclists.

Limited shoulder area for cyclists, narrow underpasses with no shoulder, driving speed of vehicles unsafe for cyclists

The chumstick is windy with blind turns. Some drivers are unkind to bikers because it makes them slow down.

No room for bikes, walkers, kids. Accidents have resulted in at least one death.

No room for walkers/bicycles, tight curves, speeders.

No shoulder

Not wide enough shoulder

Not wide enough shoulders

Shoulders

Shoulders

No, or very narrow shoulder

The Alice Ave. Bridge is very dangerous.

Knapps Tunnel

Very little shoulder distance on Hwy 97.

Need to extend the Loop trail into Malaga.

I don't feel safe biking or walking in this stretch of highway

Riding on the highway is unsafe.

Cars do not give bikes right of way on bridge and try to pass on blind curves thus pushing cyclists into the shoulder. I commute to work on this bridge everyday and have had way too many close calls with cars this way.

No shoulder or bike lane, pushing cyclists into roadway and cars push us off cutting it really close.

Needs bike lane designation paint on the shoulder

Needs designated painted bike lane. Cars go way too fast around blind curves almost hitting cyclists around every corner.

Needs designated painted bike lane.

Needs painted designated bike lane. Bridge is sketchy to bike on.

Needs designated painted bike lane. Biking the Chumstick is sketchy and dangerous.

Needs designated painted bike lane. Scary to bike on shoulder of highway with semi trucks speeding past.

Bridge is sketchy to bike on. Needs a bike lane.

Need to use highway 2

Need to use highway 2

Orchard spraying

Need to use highway 2

terrifying bridge to ride a bike or walk on. yes it is close to loop trail but there is direct access to bridge from my street and not to the loop. Lemaister Ave.

undeveloped.

private/pud blocked access

You have to ride along the highway shoulder and a narrow bridge sidewalk to get to the big Y

Narrow winding road with no shoulder in Brender Canyon. Narrow road with no shoulder Pioneer Drive and Pioneer Avenue

No shoulder for cyclists

Have to cross and ride highway to connect North Road and Saunders Road and Deadmans Hill Road.

Difficult to cross highway traffic on bike eastbound when leaving North Dryden Road

Difficult to cross highway traffic on bike between Saunders Rd and Deadmans Hill Rd

There are insufficient pedestrian crossings on this part of North Wenatchee Ave.

There is a bus stop going South on Miller directly across from the Safeway, but no street crossing there. I frequently see people crossing unsafely here.

high speed blind corner on two way highway, no real shoulder to bike/walk under train tressle

High speed traffic without a good shoulder

unsafe auto traffic along 9th from Miller to River

Highway traffic - min 60 mph. Narrow bike lane and rock fall.

Narrow bike lane with winding roads/fast traffic.

You can navigate part of the way from Wenatchee to Leavenworth on side roads, but near Peshastin the roads end and you need to travel on Highway 2 for a distance. Cars typically travel fast and the shoulder is not wide.

The Chumstick highway does not have wide shoulders and sees use that is typically heavier later in the day and from Friday afternoon to Sunday. I have personally been on the roads Friday afternoons and noted cars passing me at speeds well in excess of the posted limits as I think people use the Chumstick highway to bypass Highway 2 backups through Leavenworth

High speed traffic and a lot of truck traffic on the way to Entiat.

No shoulder to avoid traffic. Very heavy traffic area.

No shoulder to avoid traffic. Very heavy traffic area.

No bike path between Cashmere and Wenatchee Apple Loop Trail forces riders onto HWY 2

Very narrow road it dangerous, cars are speeding. This is the section between Leavenworth and Freund Canyon that are lot of bikers are using to access the trailhead at Freund Canyon, and that many children could use to go to school if it wasn't so dangerous.

very narrow railroad underpass with cars moving quickly

Cars moving quickly with medium to narrow sides for travel that frequently have lots of gravel and debris.

Highway with no safe alternative for travel on the sides of the road.

Crossing highway 2

Merge with highway 2 traffic

Methow Street has narrow shoulder

Number 2 Canyon has narrow shoulder

traffic is no shoulder

Dangerous to travel on shoulder of highway 2

Entirety of Chim stick- lack of shoulder

Lack of clean shoulder

Lack of clean shoulder

Entire length between Leavenworth and Wenatchee. Super busy lack of backroads or unsafe shoulders on backroads- high traffic with little buffer between cars and cyclists.

Must travel on very busy Hwy 2. The shoulder of the road is OK, but the traffic volume is very high at 60 mph

Must travel on very busy Hwy 97 or 97A right next to high speed cars and trucks.

we have to go on the highway in stretches to ride bikes to Wenatchee

Poor shoulders, high speeds, and distracted drivers make the wenatchee to malaga connection unsafe.

Squilchuck road has narrow shoulders and poor visibility.

All of icicle rd is dangerous, not enough room

Dangerous - terrible for pedestrians

No easy pedestrian area through here

| |
|---|
| Not great for pedestrian access |
| Super dangerous for pedestrians |
| Zero back street connection to parks and city from icicle |
| no bike lane/shoulder on this road |
| no bike lane |
| no shoulder, unsafe for walking/biking on this whole road |
| It would be wonderful if there could be a path from Wenatchee to Leavenworth that is 100% off the highway. |
| Too much traffic and no road side access that is safe |
| Bridge too narrow for safe bike crossing |
| No safe walking path past The Lookout in Chelan. |
| No bike lane and high traffic volume |
| Narrow road for cyclists. But incredible easy road bike ride on south shore |
| busy traffic area |
| HWY 2 |
| Very hard and busy to cross US HWY 2 in this location which is a very common cycling route. |
| must ride along highway 2/97 between Dryden and Peshastin |
| almost non-existent shoulder along highway 2 east of Leavenworth |
| Chumstick Hwy is very narrow and steep. |
| High speed on Hwy 2. Need a separate path. |
| The entire Hwy 97 corridor is pretty scary to walk or ride. No sort of dedicated motorized lane and cars are whizzing by. And there's no alternate less travelled way to go, unlike Hwy 2 from Wenatchee to Leavenworth where there are many roads adjacent to the highway that have much less car traffic and are good for biking. |
| No bicycle or walking lanes. Infrequently cleaned. Car travel too fast. |
| highway with no shoulder |
| Hard to cross roads |
| No shoulder |
| This bridge is TERRIBLE for cyclists. Needs to have a travel lane away from traffic. |
| The w tire chumstick to plain is narrow with no shoulder. It feels very unsafe to walk or bike. |
| Confusing/Dangerous to bicycles going south or across the bridge from Mission St. |
| Hard to access off highway routes for cyclists, walkers, runners |
| Runners and cyclists like to cross here to avoid highway, but a dangerous spot to cross |
| No way into Peshastin safely from Dryden. |
| Narrow shoulders |

HWY 2 between Dryden and Peshastin

HWY 2 around Leavenworth-Chumstick

Narrow paths

There is no good crossing of the Wenatchee River for those west of Wenatchee Ave. It is long and challenging to access Loop Trail and the sidewalk along the Wenatchee Ave. crossing with the Wenatchee River is in poor condition and does not work for bikes. There needs to be a trail connection that spans the river and is accessible. This will open the area to Olds Station and Monitor/Cashmere/Sleepy Hollow.

Narrow bridge

Speeding traffic no shoulder

Very narrow shoulder

highway (instead of a path)

no public access

Uncomfortable and limited bicycle facilities connecting from Olds Station to Sunnyslope. Easy street is busy with limited facilities. Difficult crossing to Melody lane or other options

Great bicycle facilities from locomotive park to loop trail, but very difficult to access locomotive park from South Wenatchee. Mission Street is primary barrier

Busy narrow road with high speeds. OK for comfortable cyclists but often harrassed by motorists in this section

This must be the most dangrous intersection in the entire county. Scary place for a cyclist. I hate going thru this area.

Scary to ride on shoulder with poor maintenance (often glass and debris) with high speed oncoming traffic in curve (particularly westbound) to connect to Cashmere.

Tumwater canyon could be a great route to access recreation areas and river, note former pipeline trail could be extended on west side of river. This is a huge opportunity and also a huge barrier

Proposed Mission ridge expansion is a potential HUGE problem area for non-motorized transportation!

No bike lanes or sidewalks along Stine Hill RD. So we have to drive someplace away from home to go for a walk, run, or ride.

Traffic/narrow shoulder.

Traffic/Narrow Shoulder

Traffic/Narrow Shoulder

Narrow roadway high density traffic

The entire road is a problem! Winding, no shoulder, fast cars.

There is no way to get into Cashmere and beyond without using or crossing HWY2

This is the end of the unofficial back road alternative to Hwy 2

Unless I take the Apple Capitol Bike Path and retrace my path, there is no safe way to get across the Wenatchee River. It is either add miles and backtrack, or be in heavy traffic

Busy highway

Sunny slope to Wenatchee. Wenatchee river bridge is dangerous!!!!!!!!!!!! Wenatchee avenue is VERY dangerous!!!!!! Lots of cyclists and pedestrians with no thought to their safety. Corner of Wenatchee Ave and Horselake Rd is dangerous!

narrow shoulder or no shoulder

narrow shoulder or no shoulder

narrow shoulder or no shoulder

Wenatchee Ave., not wide enough to accommodate bikes, nor Chelan and Mission streets.

narrow bridges very sketchy on a bike

narrow bridges very sketchy on a bike

Not much shoulder and rumble strips in the bit of shoulder that is there...super sketchy on a bike

Can't ride/walk on hiway 2/97

No shoulder, high bike traffic

Narrow shoulder

Scary intersection on bike

No shoulder on bike, narrow sidewalk as pedestrian

Hard to turn left on bike

Scary to turn left on bike, often crowded intersection

highway/no bike lane

Poor bike/walk paths around Sunnyslope/Olds Station area. Dangerous intersection at Easy St. and Hwy 97. Easy street, Burch Mt. Road need consistent walkways/bike paths.

Easy St. lacks bike lanes, speed limit is way too high, sholders need to be improved for cyclist safety.

No sidewalks, blind corner and heavy truck traffic

Vehicles veering into the shoulder, which is not separated in any way; dangerous for bikes, disasterous for pedestrians.

Narrow shoulder on a road with big trucks

Highway shoulder feels exposed to cars/trucks driving unsafely

Narrow shoulder feels exposed to rock falls and cars/trucks driving unsafely

Narrow shoulder feels very exposed

Narrow shoulder feels very exposed

Many cars are too aggressive with people in the bike lane here. I am too scared of getting hit to use the lane

No way to cross the n Wenatchee bridge except a sketchy sidewalks

The road is very narrow

Not safe bridge crossing

Speed limits are way too fast with distracted drivers and no enforcement. Volume from Chelan to Manson is very high. Check accident data, head-ons and cars into the lake

Highway with no safe space for pedestrians or bicycles

No safe shoulder

Allow walkers/bikers to cross Rocky Reach dam from the east side existing trail to a new trail on west side from Wenatchee to Entiat and beyond.

North road experiences A LOT of bike traffic because us 2 into Leavenworth is crap. Now there are more incidents with cars almost going head on trying to pass when it's not clear. Cars going too fast, narrow road, short passing areas. Fix US 2 or North road.

Shoulder is junk,

Poor bridge

Look another bad bridge!

Overpass from deadman would be nice. Or fix the bridges. But an overpass would create back road flow from cashmere, stein hill, deadman.

Narrow raised bridge beyond Alice ave.

No shoulder

No alternate to US2

No alternate to US2

Limited / narrow shoulder

no bike lanes or non motorized paths

No bike lane or bike access E bound on HWY 2 from W end of Leavenworth to E side

Connection out to fruend canyon and eagle creek

bike lane needed

bike lane needed

Too narrow. Not safe

No shoulder

Narrow shoulder on tight corner

Riding on the highway shoulder

No shoulder or bike lane

Ride/walk on highway to get to N dryden rd

| |
|--|
| Speed Too fast, no safe sidewalk |
| Speed Too fast, no safe sidewalk |
| Speed Too fast, no safe sidewalk |
| biking on this road is very dangerous, bad shoulder and fast speed limits |
| Road is too narrow |
| Narrow access |
| Need a crosswalk to cross 150 |
| Manson Hwy is not safe to ride a bike, if there was a path I'd ride the whole way every day! |
| Hwy 97 is also not safe to ride along, it would be amazing to have a bike path between Chelan and Wenatchee! |
| No safe bike ride from Wenatchee to Leavenworth |
| No safe ride from Cashmere to Wenatchee |
| No really safe bike rode from Wenatchee to Entiat. |
| No safe bike ride from Wenatchee to Chelan. |
| Chelan to Manson on Hwy 150 is dangerous with the amount of fast moving traffic |
| Chumstick highway has no shoulder and is very dangerous (also there are a lot of crazy drivers) |
| The traffic on Hwy 2 is the main problem. It is just dangerous with large trucks and long lines of cars and relatively few pullouts |
| Crossing narrow bridge with car traffic |
| Busy highway necessary to got his route |
| No shoulder at all and heavy traffic traveling fast |
| There is no shoulder on chumstick. I would love to walk my dogs up to what I call the train trail but it's too dangerous. I would love a path along the tracks. Maintained by both the county and railroad |
| Merge with traffic coming in from Blewett Pass when cycling eastbound Leavenworth to Wenatchee |
| Alice Ave. Bridge is EXTREMELY UNSAFE FOR CYCLISTS!! sidewalk is crumbling, narrow and often covered with loose gravel and other debris. Very unsafe for road bikes going west from Dryden to Peshastin |

Tunnel is dangerous for Cyclists as motorists DO NOT EVEN SEE THE FLASHING LIGHTS ACTIVATED BY CYCLISTS OR IGNORE THEM!

Please consider using flashing strobe lights like on new crosswalks instead of just Flashing yellow light. Put a sensor strip in the bicycle lane quarter mile or so ahead of Tunnel entrance (emergency parking lane) that is activated by bicycles so cyclists don't have to stop to activate warning lights. Most of us just ride downhill through tunnel and are traveling 30 to 40 mph so why stop us to activate a light and reduce our speed. Most cyclists use Navarre Coulee to go Entiat to Chelan as it is safer uphill route than climbing hill through tunnel with traffic.

Boi d corners, people too drive fast, no shoulder.

Need a shared use trail for walkers, bicycles. This would be a world class trail to connect Wenatchee to Leavenworth, with many benefits to communities, businesses and individuals.

Need a shoulder or bike lane.

High speed highway traffic with access to the lake across busy highway with no shoulder or walking space in several places. Makes it unsafe to walk to lake access and therefore creates traffic and parking problems.

No shoulder or separate lane for biking or walking. So dangerous!

I live in Wenatchee and getting to the apple capital loop trail and cross Western Ave is dangerous. I would love it if there was safe crossing of Wenatchee Ave. I live close to Walmart and you have to bike along the sidewalk on Western or weave your way down to Walnut to get across.

Having walking and biking trails in manson would be so nice. There are not many areas for outdoor, safe exercise.

No bike or pedestrian path no shoulder to walk or ride

limited opportunity for crossing chelan, mission, and wenatchee aves when trying to access the loop trail. especially when biking with kids and wanting more protection from the "distracted drivers"

high speed traffic

narrow shoulder

Highway interface

No shoulder through light. Also roads back roads leading to hwy are curvy and no shoulder.

Bad to worse shoulder, high speeds, and curving road, blind corners all the way to plain

Terrible shoulder intermittently and very hard to see past turns. High speeds.

North Road - popular for bikers and kids commuting to school. No shoulder, dangerous

Very busy intersection. Cars don't always watch cross walks, especially when making right turns.

Chumstick - popular for bikers. Not enough shoulder, dangerous.

Speed along the highway. No dedicated bike lane.

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|--|
| Shared tunnel with cars. Very dangerous. |
| busy with cars |
| Narrow roadway around blind curve under bridge |
| Many blind corners with fast Moving traffic. |
| Fast Moving traffic around hairpin turns. |
| unsafe to bike ride or walk on road |
| unsafe to cross |
| unsafe to walk along road |
| Sight Distance |
| Sight Distance |
| Falling Rocks, Sight Distance |
| Narrow roads |
| narrow access and distance for bikes |
| Heavy tourist traffic hard to cross hwy 2 |
| Traffic hwy 2 need safe place to ride |
| We really need a safe path from Leavenworth to Wenatchee. Hwy 2 too much traffic.. |
| The shoulder along Chumstick isn't wide enough. |
| The car traffic on Rt 2 is far too fast for cyclists/ Roller skiers to safely travel on the shoulder. |
| Road has no shoulder and cars go too fast. |
| Lack of non-motorized trail to get to Rock Island and very challenging highway crossings to get to Rock Island and on to Batterman, coming from Wenatchee. |
| Very difficult crossing over to Rock Island Rd from Hwy 28 coming from Wenatchee. |
| Traveling along the Malaga hwy with the traffic is hazardous. Need a separated bike lane. |
| Crossing from the Riverpark trail system to the Easy street area. |
| Riding Easy Street is ok right now but need a better bike lane on Easy Street out to Monitor intersection. |
| Narrow road, no shoulder, winding, on cliffs or next to cliffs. Generally terrifying. |
| Narrow shoulder, fast traffic |
| Narrow bridge, narrow shoulder, lots of traffic |
| I would like to see wider bike/ walking lanes all around the Leavenworth area. Lots of people walk and bike and their safety should be a high priority. |
| Must ride on highway to get to Cashmere or cross very busy highway. |
| Cars always parked in bike lane in this area, no enforcement. |
| Narrow shoulders for Bikers |

Road is approximately 50 yards over private lands to access Public lands, from the Dick Ranch Road to WDFW/FS. Great opportunity for the City of Entiat to access public lands for many backroads between Lake Chelan and Entiat River.

narrow road, fast drivers, season overcrowding

beautiful road, but narrow in areas with blind corners

The whole Chumstick Hwy is too narrow of a shoulder and cars driving fast. Speed limit 50 mph.

As Sunnyslope area population is increasing, sharing road (eg, Easy Street) on bike with cars where speed limit & speed of cars is ≥ 40 mph is dangerous. Would like to see a dedicated path from Sunnyslope residential area connecting to Apple Capital Loop. Ideally, using path next to irrigation waterway as much as possible (not sure who owns irrigation paths). Use of irrigation paths ideally could be used on other routes.

US 2 car traffic is too fast/close to bikes

Biking with traffic to connect to malaga alcoa hwy

Needs a crosswalk and sidewalk

Needs a sidewalk or separated path

Needs a sidewalk or separated path.

Only a shoulder, very dangerous with all the distracted drivers. We see crashes all the time around the Willows Beach due to folks not paying attention- could be disasterous and deadly to walkers/bikers/etc.

Getting from the loop safely to businesses and points of interest. Pybus is excellent as well as the sky bridge to the convention center. We need more of these planned access points.

5th St. could be an excellent collector West to East and should be improved all the way from the trail up to the canyon.

there is no shoulder and it's very dangerous

shoulder not wide enough for the speed of traffic going by. Extension of the loop trail would be fantastic.

Lack of safe accessibility and separation from the highway. Unsafe all the way to Manson

Congestion

Very little shoulder, tight corners

Gravel, busy highway

Busy highway and gravel shoulders

Pedestrian crossing needs additional signs and lights would be great. There are a lot of kids who ride their bikes to/from school who have to cross the highway.

Narrow shoulders. White lines are worn and do not define the shoulder. Too many drivers text while driving and drift over the centerline or on to the shoulder.

Bike lane ends, shoulders in tumwater canyon too narrow or not present

Bike lane on icicle should go all the way around east Leavenworth road. It's too dangerous and narrow to safely ride on the road!

Traffic and no bike lane.

Ride down horse lake and turn in front of traffic in order to cross bridge. Dangerous

Have to stop at all major streets and can't trigger the lights with a bike

Very bumpy, irregular concrete, cracks. Hard to ride road bike

The road is bumpy and uneven

hwy

Hwy with bad shoulder

No shoulder up squilchuck, down as well.

blind corners and no shoulder

no shoulder

No shoulder

Cars turning right onto the off-ramp have a really hard time with bikes using the shoulder at this point.

It's difficult for a bicycle to find a safe way to cross the highway from this point.

high traffic and speed

Current pedestrian blinking lights often do not work or are too high for visibility. Need a signal by the Post office at Emerson and Johnson or green flags along Johnson to Sanders.

no shoulders and narrow lanes

No way to safely travel from North Rd to Saunders Rd for safe riding. Or cross hwy 97 overpasses

Lack of safe riding and walking around icicle rd and E Leavenworth loop

Bridges are dangerous to cross for cyclists and pedestrians

Pedestrian walking routes from cashmere to Leavenworth up to red apple rd

Hwy 2

No path, narrow shoulder, fast speed limit and blind curve

Fast cars driving by, no shoulder to walk on to get to schools

unseen cars coming around the corner on Tigner

Have to bicycle on the highway

Not necessary, but bicycle on the highway is the fastest route. Going over deadman hill adds 20 minutes to the commute

Have to cross US-2 without a safe crossing

Wicked dangerous for pedestrians. I've slapped three car hoods while walking the crosswalk while the walk sign is on. Drivers just don't expect pedestrians in this area.

Rocky point is curvy with very little shoulder to walk/ride on making it dangerous - even in a car!

Riding between Wenatchee and Leavenworth requires riding on the busy highway with no protected bike lane. The shoulder and bridge sidewalk can be narrow and full of debris which makes it even more dangerous.

Tunnel for walking or running is dangerous

Narrow shoulders

Busy highway with merges

Tunnel and curve create low visibility for cars to see runners/bikers

Curve and tunnel create low visibility for cars to see runners or bikers

Narrow Shoulder on bridge

Tunnel and speed delta between vehicles and bikes

Pedestrian bridge is steep for inexperienced cyclists

Difficult to cross the highway here

No room for bikes on the bridge

No room for bikes on the bridge

Dangerous area for bikes to continue Eastbound on highway 2

no bike path, have to share road with busy highway 2 through tumwater canyon

US2 / Cottage/Titchenal intersection that leads to highway riding path.

Must ride Highway 2 to travel to or from Leavenworth by Peshastine.

Coles Corner. No flashing caution lights or pedestrian/vehicle traffic lights on this heavily used intersection, involving high speeds.

Intersection of HWY 207 and Beaver Valley Rd. Need for pedestrian crossing light and/or "motion-activated" traffic light.

Narrow windy road with no safe off road space

traffic

You have to bike on a 60mph highway. I use the sidewalk over the bridge and it is awful.

Have to bike on 60 mph highway from Cashmere to N. Dryden Rd. Scary and noisy. Don't want to go both ways on Stine Hill.

I have seen many cyclists go against traffic on the highway going west from Old Monitor Rd. To Cashmere to get to the little bike trail by the old Tree Top. Very dangerous with the 60 mph traffic.

No safe pedestrian or bike crossing on bridge

Down the canyon is way to narrow to use the highway...very dangerous to bike.

Choke point with rail line.

No shoulder, steep hills along with heavy traffic.

Heavy weekend and holiday traffic.

No road shoulder to ride on.

There is a small section of the highway between Cashmere and Monitor that has to be ridden (can't be bypassed) via bike.

Narrow road

Whole chumstick

Peshastin near stoplight

Traffic mixed with motorized vehicles

confusing intersection with stopsign and higher speed traffic.

low shoulder and low visibility. People regularly run and bike on this route around this loop road

shoulder is too small and not maintained

Narrow shoulders, high speeds

Narrow roads.....

Virtually no shoulders on the Chumstick going towards Plain, Lake Wenatchee.

Going westbound on US 2 has no shoulders. Going eastbound needs some improvements

Narrow shoulder, fast traffic

Roads are too narrow. No shoulders.

High speed traffic

Congestion

The Chumstick highway is popular for bicyclists but way too narrow and winding with no shoulder making it extremely unsafe

Fast cars, narrow shoulder on road

speed of cars on the highway

Narrow road, no shoulder, fast speed limit, lots of gravel from winter, etc.

busy intersection Hwy 2

busy traffic crossing/travel Hwy 2

must travel Hwy 2 from Cashmere to Pinnacles turnoff

no shoulder, busy traffic, poor view of bikers on Hwy 2

busy highway/gravel on shoulder

no clean river crossing--the sidewalk on the bridge has dangerous gravel and no shoulder otherwise for riders.

Fast moving traffic/trucks

chumstick narrow/ poor view of riders on road

no rideable shoulder/poor view of riders on road

Doesn't feel safe for walking

Chumstick HWY - doesn't feel safe for walking or biking. No bike lane or sidewalk

From Plain to Lake Wenatchee doesn't feel safe for walking.

Dangerous bridge, especially in winter

no safe place to ride

no safe place to ride

No connectivity other than narrow shoulder on highway with speed limit of 50 mph. A trail adjacent to the roadway would be easy to do and provide much needed connectivity to existing trail system.

2 lane highway, no shoulder

Roads are narrow and overcrowded. Would need to reroute

narrow shoulders

tunnel

narrow shoulders

no shoulder

Not wide enough shoulder

No shoulder

high speed traffic and no shoulders/space for bikes/runners/pedestrian

high speed traffic and no shoulders etc for cyclists/runner/pedestrian

Busy Narrow road. Too dangerous and travelled to bike, walk, run safely

shoulder too narrow on North Rd

shoulder too narrow on chumstick; traffic too fast

no back way to get from Cashmere to Monitor

no back way to get from Dryden to Peshastin, must go on highway

shoulder too narrow on East Leavenworth Rd.

Beaver Valley Hwy - busy & high-speed traffic with no shoulder.

Chumstick - busy & high-speed traffic with no shoulder.

No bike path. Loop trail is too congested in this area

Not a lot of room. Lacking shoulders.

People in cars always stop for me when I have a stop sign and they don't. I'm trying to obey the law and they think they're being courteous.

Mission and chelan. Where am I suppose to ride my bike? Too many people think bikes don't belong on the road so I won't ride on these roads with no bike lane. It's fricken scary and people drive like maniacs.

too dangerous for bikes, runners and cars

no pedestrian access

No Pedestrian access

Fast drivers without separated lanes for children biking to school. Child died here last year

No separated bike lane. Fast and distracted drivers

A lot of dump trucks heading to gravel quarry on the little wenatchee. They go very fast and the paved should is 12". Yesterday one honked at us for unknown reasons and then only partially pulled into oncoming lane and we were on the fog line...

Chip seal work down in fall of 2020 ended up in worse road conditions than when they started if you are going south bound from thousand trails towards plain. The shoulder you created a couple of years ago going the other direction from thousand trails to the chiwawa bridge is beautiful pavement (-:

Shoulder on road heading toward leavenworth is narrow, very rough, and always covered in gravel. It makes it unrideable in places and the cars drive very fast. It is a stretch of road that is downhill and when you are being pressed by cars you want to not hold them up but the shoulder issues make that a challenge.

The shoulder is narrow, often littered with gravel. There are also splits in the pavement / chip seal right around the fog line that threaten to catch your wheel in the direction of travel which is frightening as it could cause you to fall into traffic that is speeding to get to Plain...

This is a wonderful road to ride. Any additional attention you could provide as far as sweeping and improved shoulders on the way up the canyon to the end of the county road road would be appreciated. Any improvement to the main road surface heading out of the canyon would also make descending safer.

Chumstick unsafe for bicycles

Unsafe for bicycles

Between Freund Canyon road and Leavenworth is unsafe shoulder, but frequently used by bikes exiting the Freund Canyon trail system.

no bike lanes, the bridge path is excellent but the connectivity to the sellar bridge path poses an issue. connectivity is great on east wenatchee side, but poor on wenatchee side

No safe place to ride due to high traffic and lack of options to cross the river.

from Pat and Mike's to Chelan where the speed increases

High density of recreational traffic users coming thru from higher speed limit areas and not knowledgeable with sharing the state roadways. They are preoccupied and thinking more on their final destination and distracted drivers

From Lake Wenatchee to Leavenworth using either Chumstick or Hwy 2

No pathway from Freud Canyon to the Reindeer Farm after mountain biking over from Ski Hill.

Narrow bridge, no shoulder, poor visibility

No shoulder in places, little shoulder in places, poor visibility with corners, fast traffic

Poor shoulder, fast traffic, bridge crossing

Poor to no shoulder, poor visibility with corners, fast traffic, angry drivers

Heavy traffic and not enough safe bike lanes.

There is not a safe and fully connected way to bike between Cashmere and Wenatchee.

There is not a safe and fully connected way to bike between Leavenworth and Cashmere.

There is not a safe way to bike between Leavenworth and Lake Wenatchee. Heavy traffic, not wide enough lanes for cyclist (or other non-motorized vehicle)

Getting from Cashmere to Wenatchee or Leavenworth on bike is impossible while staying safe

Bridge narrow

Small shoulder, needing to go to Entiat

Need to bike on highway for a little bit

Congested areas

Narrow windy road in Tunwater Canyon - a bike path here would be excellent!

Fast traffic

Fast traffic - no bike lane. We do use the old HWY 2 as a paved alternative in this area which is nice and would be a great opportunity if rehabilitated.

Requires biking on narrow bridges/sidewalks on HWY 2 with very fast traffic

No public access

Narrow shoulders all along Hwy 150 with a lot of traffic traveling between Chelan and Manson feels exposed and dangerous. An adjacent separated path like the one near Don Morse Park would be a great improvement.

Malaga-Alcoa Hwy: Heavy traffic during commute hours with speeds averaging around 6-10mph over speed limits. Inattentive drivers often driving on shoulder. Dangerous for cyclists and pedestrians.

The highway is only two lanes and there is all sorts of new traffic merging. On a bike this area is super dangerous.

Roadway too narrow and dangerous to safely jog or bicycle

East Leavenworth rd has NO shoulder! It's very scary to walk or ride bikes. The Icicle road bike lane should continue to make a full loop.

No alternative to sharing lane with cars, trucks, etc.

No alternative to sharing lane with cars/trucks etc

dangerous to cross

no shoulders

East Leavenworth Road has ZERO sidewalk for bikes or walkers. This is so dangerous when using this road but is a main part of a bike or walk loop.

Very narrow shoulder and high-speed cars zipping by

| |
|---|
| Congestion and clear navigation |
| Separation from traffic |
| No shoulder or sidewalk, heavy traffic |
| No shoulder, sidewalk; heavy traffic |
| poor shoulders |
| poor shoulders |
| Traffic |
| A loop route that starts in Wenatchee out Easy street to Anjou Bakery and back runs thru this intersection with limited bike options to get thru the light. |
| Could be off topic but when Kayaking and the river is flowing fast getting around the point outside the swimming area is not safe for many. Some use the swimming area and portage around that point. Easy to get in and out in the swimming area. On the up river side it would be nice to have a place to get in and out. |
| No shoulder and lots of curves |
| Busy highway without a good bike path |
| Chumstick does not have a good shoulder for biking. I will not let my kids ride bikes on it. |
| narrow shoulders aggressive drivers too fast |
| narrow shoulders bike lanes not maintained |
| No paved shoulder to ride or walk on. |
| Not enough paved shoulder to bike or walk on. |
| Tumwater too narrow and curvy to safely ride a bike |
| Who wants to ride a bike along a major hwy? Too busy/scary. |
| There are no real safe crossings to the loop trail on the north end of Wenatchee trying to cross Wenatchee Ave with really busy traffic. |
| To bike to Cashmere from Wenatchee, one either has to cross the highway by Anjou Bakery or bike against the highway traffic. Both options are very dangerous. |
| To bike from Peshastin to Dryden, one has to bike against the traffic on the highway. This is very dangerous. |
| tight roadway with narrow shoulder and high traffic |
| high speed busy traffic, would love to connect especially from fs roads but dont like riding this stretch of hwy or from entiat to chelan |
| Very little shoulder on the road |
| Tight blind corners with no shoulder or path |
| Blind corner, no shoulder or path |
| Blind corner, no shoulder or path |

Extremely tight blind corner, no shoulder or path

Traffic

Traffic

Traffic

heavy traffic, no path

Lake Wenatchee to Plain has no safe route for bicycles

There is no safe route for biking between the South and North State parks at Lk Wenat hee.

No safe shoulder for bikes

No safe shoulder for bikes

Highway 2 is not friendly with traffic, noise and danger. A separate mixed use path that follows it is required.

The bridge gives a false impression that there are sight lines and a sidewalk, but actually it has neither. The only safe crossings are done in the traffic lane, and most people can't ride fast enough to make it across without having awkward encounters with cars and trucks.

Also, this bridge prevents all the kids on Icicle Rd from safely riding bikes to school--the rest of Icicle road has great shoulders.

No shoulder

No shoulder

Busy road small shoulder no shoulder on bridges

No shoulder or sidewalk

Difficult crossing for pedestrians and bicycles

Homeowner's vehicles interfering with sidewalk and bike lanes

Must take highway to get from here to Peshastin, which is very dangerous.

Must take highway from Cashmere to Wenatchee, which is very dangerous.

Hwy 2

There is no way to get from Dryden to Peshastin except on the highway, which is extremely dangerous.

There is no way to get from Dryden to Peshastin, which is extremely dangerous.

Bikers trying to get from Cashmere to Wenatchee without going on the main highway still need to cross the highway here. Very dangerous.

Bikers going from Cashmere to Wenatchee who are trying to avoid the highway still have to use this stretch of highway from Cashmere to Old Monitor Road, which is very dangerous.

Tunnel - no shoulder

Previous pedestrian/mtn bike trail around Fish Lake is inaccessible /posted no trespassing. Isn't there a non-motorized ROW here?

Tunnel

Bridge

Bridge

Bridge

Most of highway 2 the traffic has increased so significantly that it is too nerve wracking to be walking on the highway. There are more broken-down vehicles off to the side that you need to maneuver around. A dedicated path would be a much safer alternative. And if it filled the highway it would be a much more direct route than walking or cycling through all the orchard lands.

Can only use Hwy to get from Cashmere to Peshastin

Blind, sharp curve constrained by overpass, no shoulder.

Narrow bridge, no shoulder, high curb.

When heading from Leavenworth to Wenatchee I ride Saunders Road to the Big Y. At that point I have to cross Hwy 2 which can be very dangerous. Then I have to go over Deadman Hill if I want a quiet and safe ride or face the narrow bridges over the Wenatchee between the Big Y and Dryden.

I'm not sure the marker is placed in the right spot, but where Chumstick goes under the RR bridge is unsafe. There is no shoulder and there is a blind curve as you go under the tracks. Unfortunately, this does not prevent drivers from passing at or too near the underpass.

When the 97 interchange was built it became illegal to make a left turn onto Saunders Road when coming from Peshastin and the Saunders interchange was configured accordingly. That means I have to make an illegal turn into a one way road meant for turning from Saunders Rd to Hwy2. Otherwise I have to go through the 97 interchange which is not the safest or most pleasant route.

This is actually the location of the area I described in an earlier problem area that I positioned in error before I actually got the map big enough to see the side roads.

No shoulders on road way

Narrow shoulders and high traffic volume

No safe pathways for pedal bikes or skates

Highway

Highway

Highway

Highway

Highway

Highway

Highway

Highway

Highway

No good connection to old monitor road from cashmere

Roadway too narrow for bikes

Hwy 2 is a bit scary

I would say generally that a foot path adjacent to the highway would be key here to avoid accidents, especially when there is already a vehicle on the shoulder.

Cyclists (and motor vehicles) are not allowed to cross Highway 2 to access Saunders road when heading east on Highway 2.

Difficult to cross Highway 2 in either direction here.

Difficult to cross Highway 2 here to get to quiet roads.

Hwy traffic

It can be impossible to cross highway 2 and dangerous. As someone with mobility challenges, I currently need better access to downtown and existing walking paths including Blackbird Island. If there were new paths, I would hope there would be thought put into how we would get to those paths, whether that would be better connections (better crosswalks, sidewalks, etc.) and/or a parking lot with adequate ADA parking spaces for us to park in to then start our journey. For example, the park at Blackbird Island is out of ADA compliance as it is and has zero ADA spots as of last time I checked. Most of my town is inaccessible to me because I am not physically fit.

Difficult to cross highway 2 going both directions-highway 2 cuts off the sections of residential neighborhoods. This makes it hard to access Tumwater Canyon, Ski Hill and Enchantment Park/Blackbird Island and downtown going both directions. This is a long stretch of road without good pedestrian and bike crossing access, especially during times of high tourism traffic.

tumwater canyon, through L'worth and to Wenatchee

too much traffic and no where to safely use non motorized

traffic

no safe areas

No shoulders or sidewalks on Chelan/Manson highway, especially by the rocky areae before Lake Chelan Winery

Major busy highway. Tons of traffic and accidents. People have died walking on the side of the road in this area.

The whole south shore is also very dangerous in the summer. Tons of cyclists riding in middle of road. Heavy traffic. Hardly any sidewalks or shoulders. Hard to drive without feeling like you're gonna hit someone.

no shoulder or sidewalk

Drivers do not respect cyclists.

Guard rails on both sides of the road with no room for walkers to walk safely

A bike path around Lake Wenatchee would be very helpful. Many people who use the state parks bike on the roads. It's dangerous to cross over on the bridge for bikes. Clear bike lanes all the way around the lake would be much safer.

topography and resulting narrow road

narrow road

very narrow road, lots of traffic at this section

Traffic can be heavy both cars, bikes, and pedestrians

HWY 2 - traffic congestion and not enough space to safely bike by vehicles.

Unsafe to bike on hwy 2

Lots of backroads need to be taken between Leavenworth and Cashmere and some riding on 2 is required.

northbound vehicles come too close to bikes along Euclid. There are also many driveways along that stretch with large trucks and busses.

Scary dangerous for cyclists trying to follow Hwy 2 from Old Monitor Road to Cashmere turnoff at Martin's Market/Tree Top. Bikes are riding against highway traffic, as there is no safe way to cross the highway there.

The roundabouts do not slow down traffic enough. Vehicles speed between the roundabouts all the way up First St. We need speed bumps in between the roundabouts and more shared road paint to make it obvious.

Add speedbumps to slow down vehicles

There is very little shoulder and no bike awareness markings on the roadway.

Again, very high speed limit with few bike awareness signs on street. It would be way better to have a separate bike path for this section of road. I would love to connect even more easily runnable and bike able trails to the Apple Capital Loop!

From the Orondo Street Boat ramp to Walla Walla Pt park, the Apple Capital Loop trail is too congested in nice weather for bikes to maneuver safely around and between other trail users. We need a separate path for bikes, especially through Walla Walla Pt.

This intersection is crazy! And there isn't a path from Cashmere to the road by Anjou Bakery that you can get you without being on HWY 2 for a bit.

there is no proper bike path along most streets in Wenatchee. And the culture is far more car oriented, so it feels dangerous to ride your bike downtown. Motorists just aren't used to looking for bikes, and for the most part bikes are forced to share the road (without a bike lane) with cars.

The bike path ends here and does not continue to Cashmere and Leavenworth.

No shoulder at all and vehicles have a hard time seeing your bike.

No lane after school going into plain

Kids being able to bike to school from Majeska lane, there is a narrow corner near eels road between Majeska lane and 59er dinee

WDOT does not keep the pedestrian bridge free of gravel coming off HWY 2. It is nearly impossible to cross on rollerskates safely.

Traffic light is not timed to change, and will not allow crossing of cyclists without dismounting and walking to signal button.

No shoulder, low visibility with many corners

No shoulder, frequent rerouted traffic

Only hiway between Peshastin and Dryden

No bike lanes

Narrow road, frequent (and increasing number of) cars, steep ditches.

Hwy 2 through here has shoulders, but the amount of traffic including big trucks, makes travel unsafe and very scary.

East Leavenworth Road has narrow road shoulders with a steep drop off on either side of the road.

limited shoulder for bikes, debris on shoulder, fast traffic

little or no shoulder for bikes

No shoulders wide enough to feel safe in this area due the high volume of traffic

Traffic. Narrow road. Shared roadway

North Road is narrow, curvy, traffic, shared use.

unsafe travel along highway

The combination of winding roadway and no shoulder make this a unsafe place to ride your bike.

This road was recently paved last summer using tar and rocks (chipseal?). It seemed poorly done as it is already coming off in many places creating loose rocks and uneven roadway for cyclists. Other tar/rock fixes in the area have done better - notably the smaller area fixes that are strips on Beaver Valley road and River road. But these are still not perfect.

Manson-Chelan Hwy & State Park-Chelan are both just too narrow to use safely.

Shoulder Lane is very clear to fast traffic and a lot of debris.

Other Comments

North Road gets so many walkers and bikers, but traffic is up (due to Waze and more houses being built). Would love to walk or bike to Leavenworth to shop, walk to my sister's house in Peshastin, etc. Just not safe to walk, jog, or bike. And a biking route up the Chumstick to Plain or Lake Wenatchee would be fantastic, but with the speed limit so high and all those curves it doesn't feel safe now

We need a loop trail in malaga that would have more people exercising and that way we wont have to go all the way to wenatchee

We could use a lot more trails like Sauer's Mtn that connect public roads to public lands (USFS). Sauer's Mtn is being loved to death.

intentionally constricting the pathways near potential locations to be privately or publicly built. Thank you for asking, reading, and considering. This is so important!!

I would LOVE to see some of these projects happen, but NOT if taxes go up. These are LUXURIES and if we cannot afford them with existing income from local taxes then DO NOT DO IT

This is GREAT I have been saying this for years!! hope it gains some momentum and I would love to know how to get involved.

I'm wanting to be able to use these paths with my kids, and don't feel comfortable using shared car/bike lanes, or bike lanes that aren't physically protected from cars. Especially with the intense tourism in Leavenworth, I don't trust drivers not to veer into sharrows or paved shoulders.

We hike the Chelan Butte Trail that I believe is on private and state land. It is now very popular, has a beautiful view and close to town. It would be nice to see it saved for future generations.

Heavy development in progress in the Chelan-Manson area without any additional public transportation infrastructure increases. Complete streets needed throughout the area.

I prefer pathways with people and dogs; no motorized scooters, bicycles or skateboards. Maybe a separate path somewhere for them.

Pursue additional rail to trail opportunities.

I really appreciate this. Biking to work has changed my life but my wife worries that I'll get hit by a car on the highway since there is no dedicated path.

Thank you for this opportunity to share input. Look forward to participating in ongoing/future projects. Happy to help.

More separate bike paths please!!!!

Use the money that the DOT wants to waste putting in an unneeded round about at Easy St (change the light cycles for heavy weekends and clear out westbound traffic, such an easy solution) and build a path.

Well designed survey. Thank you for pursuing this work. I'll let you know if I win the lottery

separated paths

counties.

Wasn't there a trail partially in place between Monitor and Wenatchee? What ever happened with that?

Thank you!

Apple loop is one of my home base paths. It doesn't connect out well. My other home base is near Peshastin. No paths there yet. I'd like to ride to Leavy but won't risk my life on us2.

commuting.

Many intersections in Wenatchee lack ramos at corners. Many streets lack sidewalks (including major ones like Castlerock). Do an inventory of all city streets and corners to record where sidewalks are missing and corners have no ramps. Then start checking them off as they are fixed.

| |
|---|
| <p>Bike lanes with some sort of separation from cars will get more people to use them. Only the bold will ride in traffic.</p> |
| <p>I tend to ride trails more than commute, but that's likely because I'm not comfortable riding near vehicle traffic that's moving faster than 25 mph!</p> |
| <p>Please provide more separated paved trails in the Chelan/Manson area for biking and walking. No biking on public roads.</p> |
| <p>Please include Icicle Bicycle & other youth clubs (Scouts, schools, etc) and Evergreen. Please look at the pathways in other states (Wisconsin, Colorado, etc) as examples to help tell the story.</p> |
| <p>Please add more pathways that are not right on the main roads in/out of Leavenworth!!!!</p> |
| <p>Please create a bike path from Leavenworth to Wenatchee that allows users to travel without fear of being hit by a car</p> |
| <p>system gaps and improve the user level of comfort. That said - the bigger, long-term projects such as building new trail between towns would be world class!</p> |
| <p>Chelan to state park or Chelan to Manson would be awesome but I don't think it's feasible. Perhaps widening the shoulders would be an acceptable compromise.</p> |
| <p>Roundabouts are disasters for bicyclists. People entering are looking to their left for oncoming traffic the speeding up to enter the circle and not looking to see on their right if there is a biker.</p> |
| <p>A route between Peshastin and Cashmere would allow river users to bike shuttle themselves from take out to put in.</p> |
| <p>I believe it is important to have sidewalks on county streets within at least a two mile radius of schools.</p> |
| <p>all at the same time. That would significantly improve the safety and walking and biking use while reducing cost as compared to improving the road and a pathway separately.</p> |
| <p>Thank you for working to make Wenatchee a healthier and safer place to live! Please review my suggestions about the canals and safer access to grocery stores and other regular commuting locations.</p> |
| <p>Thanks for the survey. I hope you'll develop some trails and pathways for walking, biking and dog walking.</p> |
| <p>Dedicated bike paths throughout the city please!!! Me and my children would like to bike to school, work, run errands. Wenatchee is small enough to get around without a car if proper (safe) infrastructure is built.</p> |
| <p>Leavenworth to Dryden, tumwater canyon and chumstick hwy are DEATHTRAPS. Another year,another survey, no action.</p> |
| <p>there's a dangerous bridge on Hwy 2, very difficult for bikes. Between Wenatchee and Cashmere, and no real way to avoid it. That needs to be addressed. Thanks!</p> |
| <p>South Lakeshore RD from 25 mile Creek State Park to Hwy 97A has many areas with very narrow or unnavigable shoulders. There are numerous times when I fear for the safety of the numerous pedestrians and bicyclists along the road. This is both in the car and walking along the road. I do not dare to ride my bike at all on the perilous shoulders.</p> |
| <p>very good survey. I am glad to see the emphasis on pathways for non-motorized transportation.</p> |
| <p>Bike paths are one of the most important elements of connecting a community together, I greatly support the addition of these to our area.</p> |
| <p>I think a path connecting Leavenworth to outlying areas could reduce traffic at peak tourist times.</p> |
| <p>I hope that prior to further development, developers are either required to set land or money aside to develop the trails. After land is developed, these paths will never get built without taxes and post construction, the price will be through the roof and the product will be very limited.</p> |

I hope you find this project worth investing in. I think this initiative will provide all people with safe access to the outdoors and safer opportunities to commute from isolated dwellings that are located out of towns

Non motorized pathways should be a priority for our county and I would pay more taxes for them.

Surprised I am only hearing of this survey now. I'm pretty well informed active cyclist in the valley

A rideable route to Leavenworth would be really nice, if it was a paved off road path, it could also off load some of the tourism from the over crowded Leavenworth and into some of the other smaller towns.

When they were working on re-paving portions of the Lower Chumstick, it would have been a perfect time to put in a bike lane. The shoulder has been improved in places from what it used to be but it is inconsistent and cannot be used safely by children.

Thank you for asking us. We are blessed to have a wonderful, well maintained trail system with mostly smooth asphalt. It is a definite highlight of the Wenatchee Valley, just like the success of Pybus Market.

My family and I visited England a number of years ago. I was struck by the system of walking trails that lead between towns and villages. They had legal access through private property and there was no litter along the way. A number of cafes, tea shops, pubs, etc., were established along these routes, bringing business opportunities to rural farming communities.

There are many natural barriers in our county that make bike and pedestrian usage unlikely even with a path, like Knapps Hill, Navarre Coulee, Beaver Pass, and between Monitor and Wenatchee. Don't waste resources developing bike routes in those places.

Instead focus on places like Lake Chelan. Dream would be if auto route between Manson and Chelan could be moved up Boyd and down by Casino, freeing up the existing route for bikes, pedestrians and local cars at slow speeds.

Thanks for asking for input! It would be great to have a separate bike path up the Tumwater for locals and tourists alike

businesses could serve walk or ride up traffic, users could pick up morning coffee or breakfast on the way to work via bike, for example. Consider winter maintenance and use. It would be better to think long term and build commuting paths that are easy to plow (such as alongside roads or very wide), heated (would be great for around town, but I have no idea what options exist), and/or well lit for safety. It would also be nice to have portions of the paths covered, so that there are at least periodic rain/snow/sun shelters for folks, even if just a simple canopy. Maybe the covers/shelters could also be lights.

Thank you for taking the time for user input!

I ride my bike a lot. Even if these paths never get created, please stop chipsealing the roads. Chipseal is incredibly dangerous to ride bikes on.

High priority on separating safe walking paths from bikes and similar high speed users please.

This is really exciting!

Thank you! I would love to be involved and help if needed.

Sincerely,
Luke Astell

COVID time has significantly increased bicycle ridership.

People will be more encouraged to adapt to green commuting and recreation if they are confident that there are safe routes. This should be included in the plan for "safe routes to school".

Thank you for soliciting input.

Thanks for asking me for my opinion

Connecting from Wenatchee to Entiat to Chelan can help entice more visitors to the area who want to come to our beautiful communities. This would offer a safer way to bike/jog instead of along the highway.

prioritize this now.

I think it is very important, as a County with exceptional beauty and natural amenities such as our rivers, lakes and mountains that we provide means other than automobiles to access them. Multi-modal routes from Wenatchee to Leavenworth and Chelan are key.

Cashmere could also have a dedicated bike lane to water treatment plant for kids and families.

along the canals.

Leavenworth

Let's get into places like Entiat and Nahahum in Cashmere and spread the humanity...too much traffic on Horselake, SaddleRock and Chelan

makes it hard to co exist with cars. Please invest in wide shoulders and barriers between cars and cyclists/walkers. Please make bike lanes in roundabouts.

I am worried about the pictographs on the Red Bridge trail. It's a hot spot for graffiti lately, and it just feels like dumb luck that they haven't found these ancient works of art to ruin. (I actually don't really care about the graffiti on the bridge itself or on the power poles along the way, but on rocks and trees it's a bummer, and on cultural sites it's an abomination.)

Get the bikes off of these narrow, terrible condition, unsafe roads. Large trucks and cars mixed with bikes is irresponsible and dangerous for all users.

Lots of options to be on the less traveled backroads but would be nice to see a defined marked route with safe crossings and the pinch areas dealt with like getting from Dryden to Peshastin and the North Road.

We need a path that provides safety for users, hopefully protected from vehicle traffic.

I believe that grand plans such as these should be a collaboration of efforts by the various user groups, local residents, and visitors. No one faction should foot the bill alone.

A dedicated pathway from Wenatchee to Lake Wenatchee would be a draw for visitors

Some trails we currently have in Chelan county such as the loop trail, are getting way too crowded for multi-use bikes/ride and walk and are often dangerous. It would be helpful to expand the size in high use areas such as the parks. Maybe have one-way travel in those area.

please prioritize the Leavenworth to Wenatchee river multi-use non-motorized trail / path.

Make it happen!

Thanks for doing this work!

is dangerous, narrow and too much loose concrete and gravel. Coming out of Peshastin or going out of Peshastin is another area of concern. bridge approach is hazardous, needs repair and traffic at the light. Please take into consideration that our bikes tires are between 23mm to 28mm wide making cracks and potholes can take us down.

Peshastin is the closest community to Leavenworth and the place where a bike/walk path would have the biggest impact in reducing traffic by allowing a significant and growing population of residents to commute without driving

More bike lanes everywhere! We need to change the dynamic between cyclists and cars in Central WA. Cars need to respect cyclists and this cannot be done without proper infrastructure so cyclists are safe. We need to change this landscape into a bike friendly and bike accessible place to live, and get away from the car dependent society we have.

Additional bike and walking paths further support the "brand" development of Chelan county as recreational destination.

Thanks for taking on the creation of new biking and walking pathways in Chelan County

Connecting Wenatchee to Leavenworth is the largest opportunity for safe bike riding

Great concept - now, as to funding, good luck. Our infrastructure is crumbling everywhere you look. Bike/pedestrian trails sound great, but must take a back seat to critical road and bridges repair, maintenance, and upgrade.

I think a separate bike/walking trail from the upper valley to Wenatchee would prove to be popular.

As a person who rides my bike on the loop trail almost daily from Wenatchee to Hydro Park to Lincoln Rock my biggest concern is user's maintaining awareness of others using the trail. Many e-bike users are older (i'm older 65) looky-loos who do not pay attention to normal rules or courtesies. (normal rules of the road). This e-bikes are getting faster and heavier. As the trail use gets busier and more crowded common courtesies need to be observed. Just because you have five friends, your group doesn't get the whole path. If you like walking your four dogs on leashes at the same time, you don't get the whole path, If you decide to have a class, family or coworker reunion on the loop trail, you don't get the whole path. Two things are important. The paths are painted with a centerline and friendly courtesy reminders are placed strategically along the loop trail.

Community pathways are an opportunity to support the active tourism that our county needs. People come to bike and spend money throughout the economy. We need to take advantage of the opportunity.

no sales or county tax increases

explore.

Sharing roads with car drivers texting is not safe for bikes. Separate paths are needed

A continuous lane separated from highway 2 between leavenworth & wenatchee would solve many different transit/congestion problems & create big economic opportunities in each community it touches. 100% certainty it won't get heavy casual use unless it is physically separated from the highway. I've commuted daily between leavenworth & wenatchee for 10 years.

It would be great to increase community education for safe roadways and relationships between drivers and cyclists.

Safety is key to getting designated trails. They would get sued by all sorts of folks.

Create huge safe connecting loops and paths for people to do life with. Make driving a car not necessary for 9 months out of the year. Allow people to roller ski and bike in safe conditions. Connect communities around human to human interactions.

I know this is a more generalized survey addressing the entire county, but I would like to share the input that it would be AMAZING to have sidewalks and bike trails throughout the city of Chelan. Most streets are not remotely pedestrian or bike friendly and with many young families in the area, I see this as a huge loss. Also with the increased tourist population, it would be nice to have a community more similar to Bend/Sunriver where you can literally bike everywhere. Cut down on the use of motorized vehicles. Food for thought.

Why are there no signs on the loop trail indicating where you're at on the loop? If I had an emergency on the Douglas county side and had to call 911, I could not tell them where I was (ie. between 19th St entrance and ?? entrance, etc.) I could only give a reference to the Chelan county side (ie. directly across from walla walla park or the Cascadian, etc). There are many visitors to the area that use the loop too and how would they know where they are in an emergency, especially on the east side? I think it's a public safety concern!

More public lake access points on Lake Chelan

instead of using cars.

safety of others. I and my 85 yr old mother have had too many close calls. And the 2-3 abreast bike BS has got to stop. They can ride the road if its exercise/speed they want.

It's not getting any quieter around here!

A pathway between Leavenworth and Wenatchee would be fantastic!

Safe routes parallel to major corridors and connecting smaller towns should be a priority. Barriers such as highway interchanges and major highways should be mitigated with protected or separated routes. Rampant development should be planned and interconnectedness encouraged. Prevent unsustainable development in WUI, canyons, etc.

These would be economic development assets--

Bike path or lane from Wenatchee to Malaga connecting to the Loop Trail.

Fruit Loop Trail.

impossible without a huge environmental disruption (blasting the cliffs). However, backing the cliffs up might also make the highway safer as well. The pathway shown here going from Chelan up to the Lookout is a very nice addition for walkers and bikers. It gets a lot of usage. Continuing that toward Chelan Hills and further would be useful.

Bike riders need to respect the law/rules of the road, they are not easy to see, if a car makes a right turn bikers feel they have the right-of-way and get hit as they continue to proceed to pass on the right. Bikers need to stay in bike lanes, etc. All bikes should have a flag at least 4 feet above the wheel to further identify them in traffic.

Bike paths will definitely increase the livability in this community. Its really needed. Biking on the highway is not pleasant and is dangerous.

Didn't see a map.

the two if there was a safer route. A pedestrian or bike path along icicle road should be a high priority too. Lots of pedestrian and bike use, but not good shoulders.

Please include true e-bikes in the plan, as their invention has opened up a whole new avenue of exercise and fitness for citizens 55+.

Several parts of the survey were not user friendly, that is, the zoom/route section.

I do not feel comfortable riding my bike around town on the roadways, even with bike lanes. Cars and other obstacles obstruct the bike lanes, and they are not continuous on the full route I need to take.

What a great idea to look into and start making progress on!

N/A

Thanks for putting this survey out. This is the first I've heard of this survey, so I'm concerned it may not have been advertised/communicated as well in the Chelan/Manson areas. I am with Manson Parks and will share a link on our Facebook page.

new one on the west side of the river down to Wenatchee. I strongly support building a trail to connect Leavenworth with Wenatchee and I would donate to a fund to build that. Must recognize what is happening now and in the future as orchards are taken out and houses replace them so now is the time to secure a trail right of way.

Are we wasting time with this or what, another year and the no changes.

Bike path from Wenatchee to Leavenworth

Bike path from Wenatchee to Chelan

Connecting Dryden to Wenatchee would go a long way to bring west valley pedestrian access to Wenatchee

A path through the golf course into town would be amazing or a more clearly separated shoulder on icicle would be great!

For example bike paths, a study of Sunriver, Oregon would be good.

Our taxes are very high already. It would be nice to use some of the money that is brought to town by all the tourists.

AWESOME that people are thinking about expanding the already SUPER SUCCESSFUL trails in and around Wenatchee!

Park to park connectors or trails that start in area where there is subsidized housing to give opportunities for outdoor recreation.

will partake of them. Unlike a toll bridge, it can't be set up like one. I believe piece by piece, crowd source funding and individual land owner wins can make this project a success.

Thanks for doing this!

Thank you for this survey. I would love to see more and safer multi use pathways in our valley

The quality of life for bike riders in Chelan County can improve by creating safe bike ways connecting Wenatchee to other towns in the area.

Heck ask Bill & Melinda Gates to contribute

Please clean up chip seal on Easy Street from hwy 97 to Monitor as lots of loose gravel on sides of road. Loose gravel is dangerous to those of us who cycle and causes accidents.

pathways.

Thank you so much for everything you do. I use your land for recreation on a very regular basis and I hope to be able to be a financial supporter for life!

Thank you for making long term plans and solutions to make commuting and recreating in our county a viable option.

So happy to see requests for input on this. Would really enhance the area as an outdoor destination if there were better bike/walking trails to and from Leavenworth. Parking is such a nightmare but alternatives like biking aren't an option without risking your life.

E-bikes, E-scooters allow users a fast and unsafe mode of transport on the Apple Capital Loop Trail. Most users are seniors. Their reaction response to stopping or avoiding others is reduced. Power assisted transportation should be disallowed. The dense area between Pybus and Walla Walla Point should not have any wheeled traffic other than child strollers. Dogs in that area are becoming a problem as well.

South

Stop commercial use of the river they are dying and turning into disgusting sewer creeks killing the fish

I would bike year round almost every day if there were proper commuting paths around the area.

Distracted drivers, drunk drivers, high speeds, blind corners, and some drivers sheer stupidity

Removing the outdated rail line and creating a multi use trail clear to pateros or beyond would be fantastic

Car traffic has been prioritized by planners for decades. We need to reprioritize planning to include other forms of transportation.

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| <p>Thank you for giving me the opportunity to share thoughts. The more bike walking trails the better for a healthy community.</p> |
| <p>I am a Douglas County resident. I would like to see a Douglas County\Chelan County joint trails plan. Those of us living in Rock Island want to have connection to the rest of the valley by way of the Hwy. 28 corridor. How can we make that happen?</p> |
| <p>particularly bicyclists (we have hills!). A reasonable tax on short term rentals would improve the infrastructure and also improve the draw for these active visitors.</p> |
| <p>Am not in favor of expanding pathways.</p> |
| <p>Many users are visitors. This should not be funded by local property taxes, etc.</p> |
| <p>Very excited that this is being studied. I think the Apple Capital Loop Trail is a widely used and valuable asset for everyone who lives in the area and expanding bike/pedestrian trails between Wenatchee and Leavenworth would be an excellent use of public funds.</p> |
| <p>Thanks for this. I think this is a tough thing to plan. Congestion on trails is a big problem and more options for both paved and nonpaved trails would be amazing. There are few flat non-paved trails to run or walk on as well.</p> |
| <p>Bike riding, walking and running along highway 150 and 97A is dangerous. Speed limits are too high, drivers are inattentive and shoulders are not marked. A dedicated path from Manson around through Chelan and up to the State Park would be wonderful.</p> |
| <p>Connect existing foot and bike access along narrow highways to support non-motorized access to recreation, home, work, and entertainment.</p> |
| <p>Anywhere there is speed and no shoulder makes it dangerous for everyone.</p> |
| <p>This is a great survey, thanks for putting it together.</p> |
| <p>The county or state should purchase the rail road from Wentachee to Chelan and convert to a multi use trail amd tie it into the Wenatchee trails. That would be amazing to connect the three cities!!!</p> |
| <p>Good luck, it would be great to see</p> |
| <p>Please come observe for yourself. Try walking the route and see how safe you feel. Imagine being a child, or a pet owner walking their animal. Very unsafe. High traffic area, with increased speed coming down Olive to Binder. Many high school students drive this way to get to high school to avoid going through town. BUSY,BUSY, BUSY</p> |
| <p>It would be great to be able to ride my bike and feel there is a safe place to do that in the Manson/ Chelan area. We also have many visitors that come to the area for biking recreation. They too should contribute to the funding of projects such as this.</p> |
| <p>All the roads in the area are based for motorized vehicles only. No separate paths or bike lanes are anyway in the area. This should be changed..</p> |
| <p>It'd be ideal to use the irrigation ditches. They link the entire area and would get people off the roads and highways. You would need the buy-in of the irrigation districts. Money talks. They keep raising my share price. They'd love the extra money.</p> |
| <p>Would love to see any paths in the upper Wenatchee Valley be converted to XC ski paths in the winter</p> |
| <p>Thank you. Please tax short term rentals to fund these community projects.</p> |
| <p>I think there is great interest in the valley to have a fully non-motorized bike/walking path that connects Wenatchee to Leavenworth.</p> |
| <p>Focus on non motorized pathways separate from motorized pathways</p> |

Is it possible to put a bridge over the train tracks for access to the loop trail near the bottom of maiden lane?

Thank you for asking for input. We appreciate your work!

I do not believe in forcing private property to allow paths on what they own and need to keep others out. For instance, orchards, that need to spray and could get sued by outsiders for getting sprayed on

Please make the Chumstick have at least a shoulder for bicyclists before somebody gets killed on it. Also the Chiwawa Loop Road and Highway 207 are becoming very popular for bicycling and Highway 207 does have a shoulder but Chiwawa Loop Road does not. The speed limit is not as high there however so not as much a priority as the Chumstick

Thank you for working on this! It is so important for Leavenworth, a community whose traffic is worsening and needs alternative, safe options.

map was too hard to draw detailed lines. Also a bike path off the new Goodwin Rd bridge along the highway to N Dryden Rd—already a road partway there.

Would be nice to see the same level of effort put into a motorized use plan for those that wish to enjoy our area that have limited mobilities or enjoy the aspects of motorized transportation.

This area is extremely late to the game for pathways. Sun Valley to Hailey ID is just one example of a path way developed well over 10 years ago. But better late than never.

Trails like these see a lot of use in other communities.

The Burke-Gillman along Lake Washington

The Coeur d'Alene corridor trail

The Missoula to Hamilton trail

Flat wide paths, separate from the road, that parents or grandparents can ride on with their children are welcome.

Paths that are on the shoulder of the highway are not paths, they are simply bike lanes and walkers or bicyclists can and do get hit.

Consider unpaved dirt tracks in some rural areas

Thank you for asking about the problem areas for cycling. We would ride to Leavenworth more if the Chumstick felt safer. Also people should know about how wonderful the white river road, chiwawa river road, and the little wenatchee are... Take care!

Thank you!

Putting in a bike lane or sharing the road with bikers on highway 2 and chumstick highway would be extremely unsafe. Both highways are way too narrow and do not have enough space for safety.

wenatchee river trail extending to the loop trail would be an incredible improvement

would be really good as it is largely flat in the valley so easy for older people and kids and all the out of shape. THE path to mtn home rd to hwy 97 is dirt

I 100% absolutely support pathways!! Pathways always increase quality of life and build community. I am so excited for the possibility of connecting our communities in an accessible, safe and healthy manner with pathways.

I would be happy to contribute financially (like pay for a yearly pass or something) to make this bike lane happen!

option to ride from their house to either Leavenworth or Wenatchee and they also would love to be able to commute via bicycle to work. Our friend has to leave 2 hours early during Oktoberfest to get to work in time because the highway is so backed up. Locals should have other options and visitors will definitely use multiuse paths as well.

Thanks

This is an exciting prospect! Some human-powered access to Tumwater canyon is top priority in my opinion--that is an amazing canyon and could be a major destination for visitors. Survey feedback: I would like to see the existing routes on the map as part of the survey as well.

We walked this route for many many years- now blocked off.

We totally support the development and protection of pathways and trails. Time is of the essence. Once they're gone, they're gone for good. A good example is the lack of lake access in Chelan.

I think a bike path would help everyone. Many people bike on the side of hwy 2 and it is extremely dangerous with the traffic. I think it makes safe transportation accessible to all.

Thanks for making the effort to make our roads safer for non motorized use

community to feel heard, these types of survey's, questionnaire's should be sent out to us or start or facebook group. Something better than finding out about this on the day it closes.

The map was really difficult to navigate. In general, I'd like to see more multi-use pathways and ped/bike friendly amenities in all areas.

I live pretty far from the area but recreate there frequently, and when I do I support the local community with my money. I would love to see a paved scenic bike trail in the area that is long enough for an all day ride. I can see it being very popular as a recreation option.

aids to crossing the major N/S routes. Existing shared streets such as First need more indication to expect alternate forms of transportation. Existing roadways provide a granular grid. A master plan with a larger scale grid planned for shared access should be available that minimizes the distance any resident will have to travel on a non-shared roadway or path. Small electric personal transportation devices are going to explode in numbers. Inexpensive, economical, and practical they could dominate the roadways. Limited in power and speed they cannot compete with traditional motor vehicles for space without consequences. Still, my wife and I are anxiously awaiting the delivery of the e-bikes we have purchased. The idea we may one day be able to ride them to Leavenworth is exciting.

Appreciate your efforts to focus on non-motorized transport in the upper valley. It would be a great addition to life in the region

with the greater use of e-bikes, I think these paths would be used more and more

I would like a sidewalk from wenatchee high school up red apple rd and down skyline Dr

with upkeep.

Thank you for strategic thinking!

We need to maintain dog and bicycle access throughout our trail system

Don't use shared road/path route. The many areas that are dangerous to even drive shouldn't be made worse

I love that this is a proactive issue. Improving "greenbelts" is important to me and the development of community.

Ideally, one should be able to bike safely from Wenatchee to Leavenworth and back. This cannot be done because of the problems I have mentioned. Eliminating these problems should be a top priority.

Keep bikes off the paved roads. They don't pay to use their bike they pay to use their car

In general, traffic is too close.

Any pathway that goes alongside the highway MUST have a completely divided (physical barrier) lane for runners/bikers. It's too risky otherwise and wouldn't be used by anyone but avid cyclists who already ride on the highways out of necessity.

Thank you for moving forward on this! A multi-use system to get between communities in the valley will greatly enhance our quality of life and make this an even better place to live.

to walk.

mentions bike lane and sidewalk. Those two options are not the same. They are constructed differently and pedestrians and motorists treat them differently. In most cases I prefer not to ride on a sidewalk. Also paved shoulders on roadways are not all the same. For example there is a nice wide paved shoulder on Hwy 2 for the most part, but riding that shoulder is not pleasant due to all the traffic, especially truck and RV traffic. Ideally, and I realize the ideal is seldom achievable, bike/pedestrian routes are far enough away from busy roads so one can enjoy nature, or least not have it totally drowned out by traffic noise. I would rather ride Stine Road rather than ride along Hwy 2.

Pipe irrigation ditches and build dedicated paths there.

Just building out sidewalks on the roads in Wenatchee and Chelan County would go a long way to encouraging more walking/running. Particularly sidewalks on roads leading to our trail systems. I often have to run in a roadway with my dogs because sidewalks are so sporadic.

danger such as severely damaged and broken asphalt or the dreaded bridge on the East Wenatchee side that can take you out with it's huge gaps and uneven boards.

I street skate with my Pittie in Cashmere but many of the roads are not conducive for skates and the trail is severely damaged by trees along the river. I would love a trail to connect Wenatchee to Leavenworth. With that I believe that the greatest risk is to our farmers/farms you would pass along the path. I would like to see the same respect and guidelines that are followed along the Loop between Odebashion Bridge and Rocky Reach Dam.

I have a concern regarding motorized vehicles using bike/pedestrian lanes. This includes power assisted bicycles. No motorized vehicles of any sort (except motorized wheelchairs) should be allowed on bike/pedestrian lanes.

Also, there should be no government "takings" of private properties for bike/pedestrian lanes. Only land already in the public domain should be used.

It would be great to include Douglas county in this planning.

My hope is that accessibility be a high priority when looking at multi-use paths. If new paths are developed, how would someone with mobility issues access the paths? Would there be an adjacent parking lot with adequate ADA parking spots? Would there be a safe route to get to the path that would be ADA friendly or would only those that can run/walk/bike a good amount be able to enjoy those paths? I live in Leavenworth and with the increased congestion, walking and biking is turning out to be one of the only ways to go to the grocery store or library but for some of us, we can walk or bike that far and if we try, it doesn't feel very safe. Accessibility seems to have been forgotten (for example there are not nearly enough ADA spots and many are out of compliance). However, we all benefit when accessibility is built into a project. Please don't let that be an afterthought.

Having pathways is a great way for people to get exercise or get around in an environmentally preferred way. But I don't think it is good to use gas tax money to fund it. The gas tax should be used exclusively for roads.

Pioneer in cashmere NEEDS a sidewalk! People bike, walk, push strollers, etc. and people drive 50 mph down the road year round.

AS you know our cities are designed around the needs of cars and trucks. In an ideal biking world motor vehicles and bikes paths would be separated into designated lanes with barrier of some kind. Those who ride long enough are likely to encounter drivers who are inattentive or aggressively hostile and try to run you off the road.

The other side of the coin is as a driver you are likely to encounter cyclists riding in an unsafe manner or without lights after dark wearing black. All cyclist in traffic should assume they are invisible day or night.

The spur the travels from the intersection of Easy Street and Highway 2/97 down toward 97A is a welcome addition. Bike lanes on Euclid from Odabashian bridge to Confluence Park would be nice. For that matter a bike lane out Easy Street to Monitor would be an excellent addition. Thank you for trying to improve safer transportation routes for bikes and pedestrians.

Your survey is excellent!!!

Create a high-quality modern example for Wenatchee residents to see in person. Turn one of our heavily trafficked streets into a safe multi use bike route. I think people will support it after seeing it.

Very poor survey

WE live in snohomish county but have property in plain, wa. water access to the lake wenatchee, fish lake, and wenatchee river is extremely limited but a tremendous need and opportunity that needs to be addressed. There are unopened rights of ways that access the river in locations that could be opened up. etc. there is one on Bretz Road that could serve the community as an example.

Several more local community loops would be a good start. I believe there would be much more use of those. Then build the connectors as more distance user demand grows and traffic is funneled from the local loops.

I mistakenly thought this was regarding the Riverfront trail loop. I have tried several times to let the PUD know the bicycles are rude and hazardous to walkers. It would be wonderful if they could have their own trail!

Even with this beautiful walkway the bikers continue to ride the narrow shoulder up the north shore hill out of Chelan.